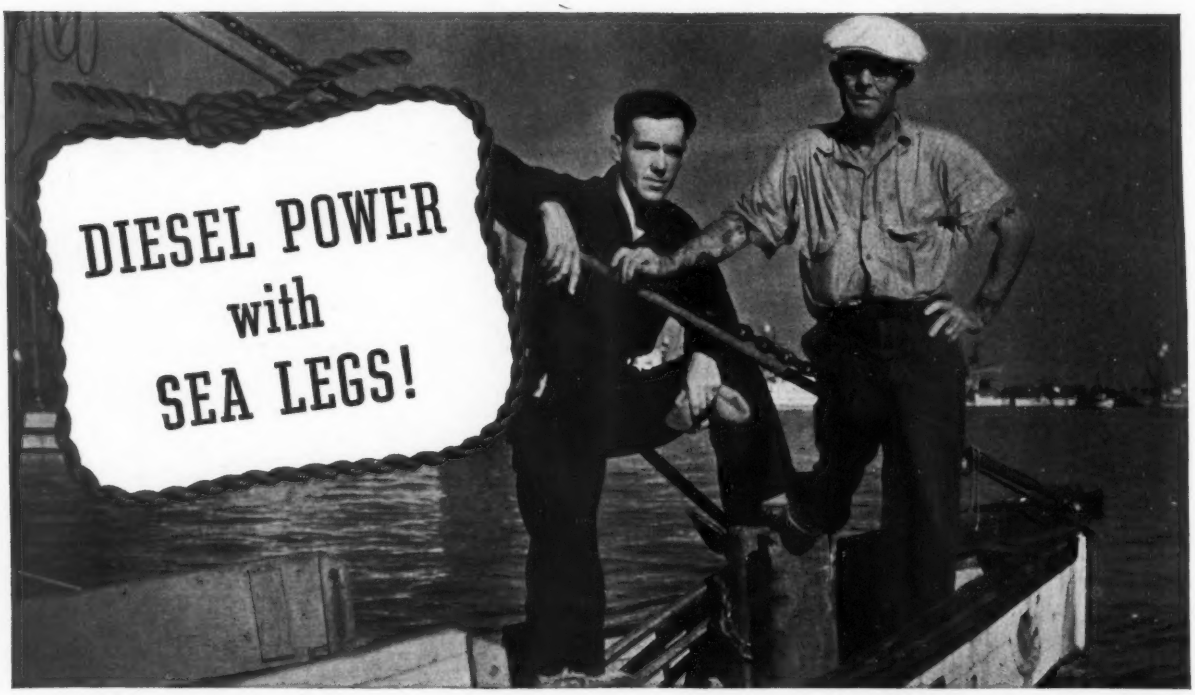
ATLANTIC FISHERMAN

Registered U. S. Patent Office

VOL. XXII MAY, 1941 NO. 4



THERE's nothing more important when you're offshore than the *dependability* of your power! And it's something to know you've got an engine that's built and rated for 24-hour-a-day continuous duty. That's the rating of "Caterpillar" Diesel Marine Engines . . . and that's one reason these engines win and hold so many berths!

Another reason is their fuel economy—which comes from being able to operate on such *lower cost* fuels as No. 3 domestic burner oil. This gives you *even more economy* than the usual Diesel fuel economy!

Here, then, is money-saving for money-making . . . and power that you know will see you through ordinary, day-to-day running and when the going gets tough as well! See your "Caterpillar" dealer or write the factory for a catalog of "Caterpillar" Diesel Marine Engines.

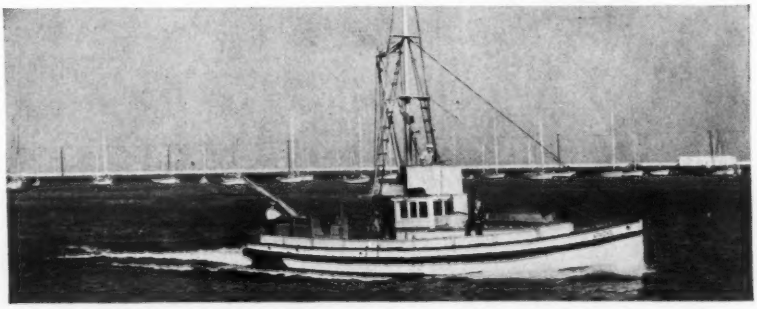
CATERPILLAR TRACTOR CO., PEORIA, ILL.

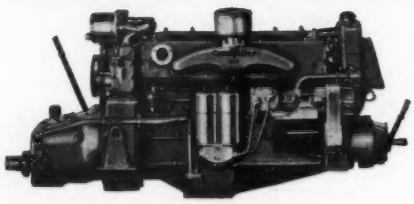
A FEW IMPORTANT FEATURES OF "CATERPILLAR" DIESEL MARINE ENGINES

1. Closed-system fresh-water cooling with built-in "Caterpillar"-designed heat-exchanger.
2. Exclusive "Caterpillar"-designed-and-built fuel system with no operating adjustments.
3. Clean, economical burning of fuel at all loads and speeds . . . clean exhaust.
4. Superfinished, "Hi-Electro" hardened crankshaft journals.
5. Full-pressure lubrication with oil-cooler and combination absorbent and metal edge type oil-filters.
6. Built-in gear-driven raw and fresh water pumps.
7. Fully enclosed flyball governor that acts through the entire speed range.
8. "Hi-Electro" hardened, easily replaceable "wet" type cylinder liners . . . chemically treated.
9. Parts-and-service facilities available practically wherever you tie up.
10. Engine sizes from 25 to 135 horsepower, continuous duty.

• B. L. Maller and Stewart Maller (father and son), of San Pedro, California—aboard Mr. Maller's *Apache*, which is powered by a "Caterpillar" Diesel D13000 Marine Engine (100 horsepower). Mr. Maller writes: "It cost us $12 per day to operate the boat with gasoline. Now we operate 5 days for $13. We make 11 knots, can get to the fishing-grounds quicker, and beat the crowd back to the docks. Very few boats of this type can stay with us—and we haven't found any of our type that can pass us."

• The shrimper *Lisbon View*, owned by Tony Cross, Jr., Brunswick, Georgia. Powered by a "Caterpillar" Diesel D4400 Engine (35 horsepower). Operates 10 to 14 hours a day.

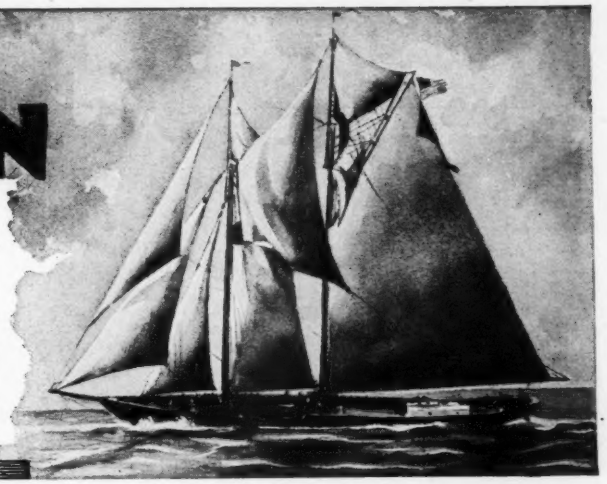




• B. L. Maller's 59-foot *Apache*, now powered by a "Caterpillar" Diesel Marine Engine which operates 10 to 15 hours a day on only about 4 gallons of 4¼c fuel an hour. Mr. Maller works 5 days for only a dollar more fuel cost than he used to have in a single day!

CATERPILLAR REG. U.S. PAT. OFF. ***DIESEL*** **MARINE ENGINES**

ATLANTIC FISHERMAN



REGISTERED U. S. PATENT OFFICE
Published Monthly at 92 West Central St., Manchester, N. H.
ATLANTIC FISHERMAN, INC., Goffstown, N. H.
P. G. LAMSON, *Publisher and Editor*
GARDNER LAMSON, *Field Editor*
10 cents a copy $1.00 a year

Entered as Second Class Matter February, 1925, at the Post Office at Manchester, N. H., under the act of March 3, 1879. Entered as Second Class Matter at the Post Office Department, Ottawa, Can.

Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.

VOL. XXII MAY 1941 NO 4

Program To Increase Markets For Fishery Products

Low Consumption Not Due to Any General Deficiency in Supply or in Methods of Production

DEVELOPMENT and increase of markets for fishery products is the purpose of a program recently initiated by the Fish and Wildlife Service.

"The program," says Ralph Russell, Associate Fishery Economist in charge of the work, "seeks to increase fish consumption; and wider recognition of the opportunities to the trade in selling fish, and the advantages to the general public in consuming fish, will be major purposes of this project."

Fish consumption in the United States, for example, is far below that of any other major maritime nation. Against annual per capita use of about 100 pounds in Japan, 52 in Sweden, 44 in Norway, 39 in Denmark, 35 in Great Britain, and 29 pounds in Canada, the United States has an annual per capita consumption of about 13 pounds.

The reason for this low consumption in the United States is not explained by any general deficiency in supply nor methods of harvesting the fisheries. "Rather," Russell contends, "the difficulties arise in the marketing of fish and the consumers' attitude towards it."

It is obvious that, on an average, retail stores devote little attention to promoting fish sales by advertising or by recommending fish to customers.

Still another aspect of low consumption is the fact that there is a definite lack of consumer knowledge about fish.

General Plan of Program

Recognizing these facts, the program was designed to strike at the roots of the difficulties. While the details of the program will necessarily vary somewhat from city to city, the general plan is to station market development agents in representative consuming centers.

The first type of activity will involve the provision of information to wholesalers and retailers of fishery products. Such information will consist of market news reports dealing with supply, demand, and price conditions at production points; the source of supply of various species; and the types of fishery products available.

In addition to giving out market information, the agent will undertake activities designed to obtain greater emphasis on fish sales by retailers. He will call attention to some of the shortcomings of existing practices, and attempt to interest retailers in the possibilities of greater profits by giving more attention, more advertising, and more promotional effort to fish.

Another phase of this activity will be to indicate to the wholesale trade the value of advertising of an institutional character. The agent will be in a position to assist in such a program by providing effective ammunition which can be used in preparing copy. Emphasis will be laid on the variety of species and forms available, nutritional values and the economy of serving fish.

Still another type of activity which the agent will undertake relates to contacts through which he can reach consumer groups and the general public. This work will consist of providing appropriate information and assisting editors of women's pages, radio stations that have consumer programs, and home economists.

Specialists to Assist

In carrying on these activities the market development agents will be assisted by specialists in various fields. These specialists will include a transportation economist, a technological expert, and a cooperative specialist. The transportation economist will attempt the solution of transportation problems that retard the flow of fishery products from the point of production to the point of consumption, or that tend to raise unduly the price of fishery products to the consumer.

The technoligical specialist will endeavor to solve problems relating to the handling, storing, refrigerating, and displaying of fishery products, chiefly in retail stores. His services will include making suggestions as to how to eliminate uneconomical and inefficient practices, how to prevent spoilage, and how to put before the public a superior product.

In addition, he will contact restaurants, institutions, and government agencies to discuss problems arising in connection with their serving fish, and provide information that may be needed.

Cooperative Marketing by Fishermen

The cooperative specialist will advise on cooperative methods of marketing fishery products. He will cover areas where cooperation among fishermen promises efficient utilization of fishery resources, and endeavor to assist such groups of fishermen in problems relating to the marketing of their products.

"In carrying on this market development program," Mr. Russell points out, "difficulties in selling fish that are occasioned by methods of handling or processing at production points are likely to become apparent. It is hoped that by exchanging opinions and ideas among producers, processors, wholesalers, and retailers, these groups can recognize mutual problems, and cooperate to overcome the difficulties that presently are responsible for low consumption of fishery products."

Growing Cost of Protection and Indemnity Insurance

Robert H. Moore Outlines Vessel's Liability For Personal Injury, Loss of Life, Care and Maintenance, Repatriation

IN the April issue I gave a more or less random citation of the serious accidents. At that time it was my thought to take up accident prevention methods later and in a detailed, specific manner.

One captain-owner who read the April editorial suggested that before taking up accident prevention methods I outline a vessel's liability with respect to personal injury and/or sickness, and then follow through, detailing accident description coupled with remedial suggestions.

There are several forms of indemnity insurance policies on the market and available to fishermen. Some of them afford complete protection up to a stipulated limit, and others are wholly inadequate. Before buying a policy the boat owner should first thoroughly understand the extent of his liability as prescribed by the laws of the sea and the land.

Liability—General

The vessel is liable for loss of life, personal injury, sickness, repatriation, property damage, hospital, medical and funeral expenses, port charges and fines imposed by Government or Customs authorities for infractions of regulations, smuggling, breach of immigration laws or neglect, or default of captains or crew. She is also liable for damage to piers, submarine cables, other vessels and goods on board of them.

Personal Injury and Loss of Life—Crew

The exclusive legal remedy of the captain, mate, engineer, cook or fisherman comprising part of the crew of a fishing vessel for personal injury, death or sickness, is the common law of the sea.

Non-Crew

A casual worker, for instance, a mechanic that worked on the engine or the winch, or a carpenter employed about the vessel and likewise a lumper in the hold or on deck of the vessel, helping to unload the catch, have their only remedy against their *employer* under the Longshoremen's and Harbor Workers' Compensation Act. If it so happens that the employer is a shore outfit having no connection with the vessel, these casual workers are limited to the provisions of the Longshoremen's and Harbor Workers' Compensation Act with respect to claims against their employer in the event of an injury which arises out of their occupation aboard the vessel. But a casual worker as cited in the preceding sentence can elect to sue a vessel, its owner or both, provided the vessel was not his employer at the time of injury. A suit against the vessel by one of these casuals is called a third party claim, the third party being the vessel or her owner. The first party is the casual worker and the second party is the (shore outfit) employer.

Generally lumpers are employed for the account of the vessel. On the larger vessels four or more lumpers may work in the hold or on deck, while others work on the dock attendant to unloading the catch. If a lumper on board the vessel is employed for the account of the vessel, then his exclusive remedy for personal injury lies with the Longshoremen's and Harbor Workers' Compensation Act, but his companion lumper on the dock has his sole recourse for occupational injury under the compensation law of the State wherein the contract of employment takes place, except in the event he has specifically or automatically rejected the compensation law of that State, in which case he must sue the vessel, her owner, or both, in the State court.

While we are on the subject of the Longshoremen's and Harbor Workers' Compensation Act, the vessel owner should bear in mind that it is a Federal law and the owner must assure the payment of workmen's compensation in one of the two methods prescribed in the law. He must either qualify as a self-insurer, giving bond as a guarantee of his ability to pay, or he must buy a policy from an insurance company authorized by the Federal Government to insure the vessel owner's liability under the Longshoremen's and Harbor Workers' Compensation Act. Neglect to assure the payment in one of the prescribed methods subjects the owner to a fine of $1000 or imprisonment for not more than one year, or both.

Cure and Maintenance

No small part of the insurance cost is the vessel owner's liability for cure and maintenance. There is no specific law on the subject other than an accumulation of court decisions over the years. Fifteen or twenty years ago the court's interpretation of a vessel's liability for a sick or injured seaman was that a vessel was compelled to maintain and provide medical services to the end of the voyage. This interpretation was the natural outcome of deep water vessels engaged in long voyages and it was equally applicable to the salt fish trade where the vessels went to the banks, and were gone a matter of two or three months and either made a special trip to port with the sick or injured man, or kept him aboard until he either recuperated or died. With the advent of the fresh fish trade the voyage was limited to ten or twelve days at the most. Consequently the vessel frequently ended her voyage with the man still disabled.

It is considered that the vessel owner has complied with his immediate obligation for maintenance and cure when he deposits a sick or injured seaman in a United States Marine Hospital as the man is then being both maintained and cured. With the advent of the fresh fish industry and the development of our local coastwise steamer trade, the court decisions began to suggest that the end of the voyage was synonymous with an end cure. In other words, the vessel must now maintain a man and provide medical attention until he is either completely recovered or nothing more can be done for him medically or surgically. If a seaman happened to be an inpatient in a hospital other than a United States Marine Hospital, the vessel owner is obligated to pay the cost of maintaining him in the hospital plus the cost of whatever surgical or medical attention is necessary, but that owner is not required to pay anything direct to the injured man. It frequently so happens that a man is discharged from a hospital but still unable to work. He is then known as an ambulating case and it behooves the owner to pay for his maintenance on the outside.

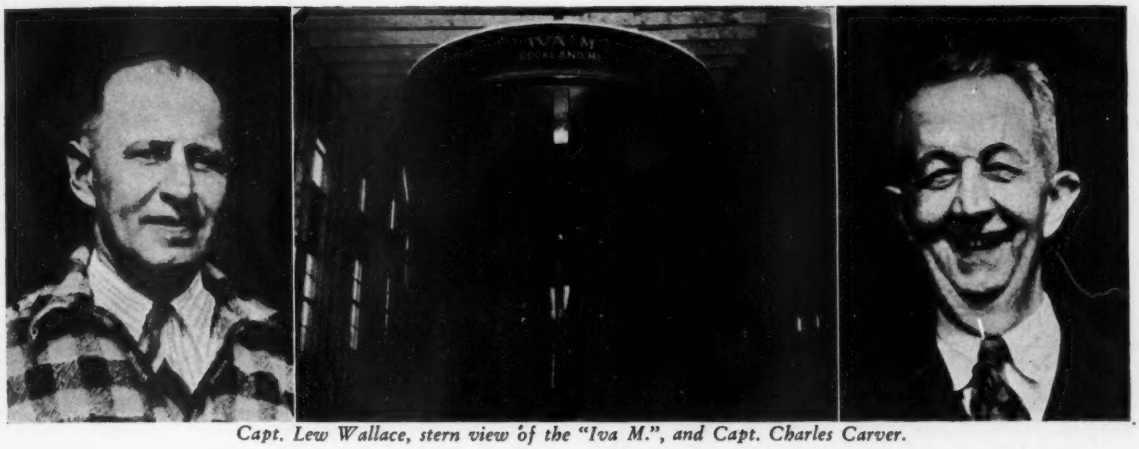
For a long time there was no standard value with respect to the daily cost of maintenance. Appreciating this fact, I caused a census to be made of some fifty sailors' boarding houses in Norfolk, Baltimore, Brooklyn, Boston and Portland. The average cost was $10.00 a week for a bed and three meals a day. These boarding houses were of the type a fisherman would select if he were ashore without a site. I then reasoned that $10.00 a week for board and room, plus $4.00 for laundry, tobacco and incidentals, a total of $14.00, or $2.00 a day, was a fair maintenance. In consequence this maintenance rate was made law through the process of a so-called friendly suit, and by usage and custom during the past fifteen years has become law.

This cure and maintenance is the man's right irrespective of owner's negligence or a vessel's seaworthiness, and must be paid to him on demand, the employer having no defense whatsoever, providing the man has sustained a legitimate injury or illness which arises out of and in the course of his employment does not result from his own misconduct, i.e. drunkenness or a venereal disease.

Repatriation

The vessel or her owner is liable for the cost of returning the crew to the original shipping port. For instance, we have a concrete case of a vessel with a crew of 24 foundering shortly after all hands were taken aboard a steamer bound for South America. On arriving at Buenos Aires the captain reported to the American Consul and the men were repatriated, i.e., returned to their home port, at the expense of the Federal Government which in turn assessed the owner and collected from him $3,600 as the cost of this repatriation.

Next month: "Vessel owners' responsibility and defenses for accidental injuries and loss of life."



Capt. Lew Wallace, stern view of the "Iva M.", and Capt. Charles Carver.

The "Iva M" and "Annie M. Jackson" Launched

THE new 70-foot scallop dragger, *Iva M.*, was launched May 6 by Axel Gronros of the Rockland Boat Shop, for Capt. Charles Carver of Rockland, Maine. Capt. Lew Wallace will be the skipper.

The new craft, which has several innovations, is the largest ever constructed by its builder. She has a beam of 16 feet and draft of 8 feet. Her fish hold capacity is 60,000 pounds.

The outstanding feature is the steam bent, laminated, oak frame, which has been used in place of the sawed, molded type usually found on a boat of this size. Planking is of hard pine.

The boat has a new type "semi-double ender" stern, which is round on the deck and sharp on the waterline. This is expected to give her improved going and make a better sea boat.

Accommodations are provided for 10 men, 8 foreward and 2 aft. The pilot house contains a completely equipped navigation room, having a 25-watt Jefferson-Travis radio telephone, Cape Cod direction finder, Fathometer and Ritchie compass.

The *Iva M.* is powered with a 165 hp., 6 cylinder Gray-General Motors Diesel, with a 4.4:1 reduction gear. The propeller is a Columbian, turning on a 3 inch stainless steel shaft, with a Hathaway stern bearing.

The electrical system consists of a 32-volt Exide starting battery for cranking the engine, and a 32-volt, 115 ampere hour, Exide Ironclad battery for general lighting.

Other equipment on the boat includes Wall rope, Shipmate range and Hathaway winch.

"Annie M. Jackson"

A NEW dragger-scalloper for the Edgartown, Mass. fleet, the *Annie M. Jackson*, was launched April 14 by Gray Boat Shop in Thomaston, Maine. She was built for Capt. Robert Jackson, Jr., of Edgartown.

The new vessel, which was designed by Albert Condon, is 67′ 6″ long, has a 17-foot beam, 8′ 6″ draft, and a capacity of 65,000 pounds. She has a square stern. There are accommodations for a crew of ten with 8 bunks foreward and 2 aft.

The *Annie M. Jackson* is of exceptionally solid construction. For example, there is a heavy rail, bolted down through the stringers at every other stanchion, with the stringers in turn being bolted to every stanchion. There are bolts through the deck beams into the shelf, and 14″ drive bolts into the clamp, which consists of two 8″ pieces, 3″ thick. The blocks between the deck beams atop the shelf have bored holes for ventilation.

There are 5 bilge lower stringers of 3″ yellow pine, fastened through on every frame from stem to stern. Sawed timbers are 6 x 6½ inch white oak.

The vessel has an unusually large dog house, designed to give more headroom and better ventilation. The pilot house has a chart room. There is a hatch over the lazarette, and there are deck plates for the ½-ton coal locker and ice box.

There are water-tight bulkheads either side of the fish hold. A 500-gallon galvanized water tank is located under the fo'c's'le floor. Both fore and aft cabins are finished in cypress.

The *Annie M. Jackson* is powered with a 170 hp. 6 cylinder Superior Diesel, which turns a 46 x 30 Hyde propeller through a 3:1 reduction gear. The shaft is 3″ bronze, with Hathaway stern bearing. A Twin Disc clutch on the foreward end of the engine operates a Hathaway winch.

The boat has a Shipmate galley range, is rigged with Columbian rope and furnished with Linen Thread nets.

The "Annie M. Jackson" launching party, left to right: William O'Neill, Robert L. Jackson, Sr., Robert L. Jackson, Jr., Mrs. Robert L. Jackson, Sr., Mrs. Edward Vincent, Elaine Jackson, sponsor; Mrs. Earl Hyler, Raymond Wallace, Mrs. Robert Jackson, Jr., Edward Vincent, Mrs. Leroy Wallace, Mrs. Hazen Cook and William Anderson.

The "Annie M. Jackson".

Maryland

Crab Season Opens With a Good Run

THE crab season opened in the Maryland waters of the Chesapeake Bay on May 1st. There should be a good run of crabs as the weather has not been severe this past Winter. Officials of the State Conservation Commission said crabs made their appearance in Crisfield and the lower sections of the Bay during the last week in April. Soft crabs also arrived in the Crisfield markets from the Western Shore areas during the last of April.

The Maryland law allows the catching of crabs in the Sinepuxent Bay on April 1st, which is a month earlier than in the Chesapeake Bay.

A long range conservation program is being mapped by the Maryland and Virginia officials in regard to crabs. Since they are not as numerous as in years past, an interstate program of protection is being worked out, but it is yet too soon to realize results.

Legislation affecting crabs during the coming season, which runs from May 1 to October 31, and becoming effective June 1, is expected to be signed by the Governor.

The use of power boats to drag scrapes over the bottom was authorized by one of the measures awaiting approval. In the past, scrapes had to be dragged by sail and special boats were used for that purpose. At the same time, the measure limits the size of the scrapes to the maximum practical width that can be dragged by sail, which is forty-two inches.

The legislation also banned the use of the crab pound and crab trap. The pound is a wire device, zig-zagging like a rail fence, with traps at each of the corners. Conservation officials say the pounds stop everything in their path and often led the crabs to fight among themselves, killing each other before they could be taken in the traps. The trap, also banned, is a wire screen cube about forty-two inches along each side.

Oyster Production Increased

The oyster season closed in the Maryland waters of the Chesapeake Bay on April 15th, but the packers were allowed a few days to get rid of stock on hand.

An increase of over a million bushels in oyster production in the Chesapeake area was apparent this past season; 4,825 oystermen were licensed, and 4,112 were tongers, paying an annual license fee of $3.50. More than three fourths of Maryland's oysters, about 2,700,000 bushels of a total of 3,250,000 bushels, were taken from tonging areas this year. Most of the tonging areas are in Chesapeake tributaries, including the Potomac River, and they aggregate 137,170 acres.

About 81,000 acres of the Bay are charted as natural oyster rocks. These are State dredging bars, and last year 102 oystermen operated dredges in the Bay but this season the number dropped off. Dredge boats are licensed at $2 per gross ton, and produce about one tenth of the oyster supply. This year's production was about 250,000 bushels.

Seventy-one oystermen operated as scrapers on 49,950 acres of bars, and this year scrapers produced about 300,000 bushels. Scrapers are also licensed in areas within the territorial limits of various counties. All licensed oystermen must be bona fide citizens of Maryland. Dredge boats must be Maryland owned.

In recent years the number of dredge boats have fallen off as oyster bottoms of dredge areas became less productive. To prevent this depletion the State Conservation Commission sought licensing control of these boats in another Senate bill. Power boats are outlawed for dredging under the present law. To enforce oyster laws the Commission maintains a force of armed boats.

Herring and Croakers

Herring brought good prices and there is an increasing demand for herring each season. Herring and croakers were formerly the despised specie of fish but now they are fast becoming the bonanza for the fishermen.

Croakers made their appearance in the Bay during the last week in April and brought good prices.

Virginia

Fisheries Laboratory Has Completed Its Organization

THE Virginia Fisheries Laboratory, agency of the College of William and Mary and the Commission of Fisheries, last week completed its organizational set-up and announced in a bulletin the personnel of its advisory board, research staff and teaching faculty.

A program of courses in aquatic biology at the undergraduate and graduate levels were announced, with seven courses to be given this Summer in conjunction with the William and Mary Summer session, and a sequence of twelve courses in the Winter session. This marks the first integrated program in marine biology to be offered in a Virginia institution. The U. S. Fish and Wildlife Service is announced as co-operating with the College of William and Mary and the Virginia Commission of Fisheries, in the work of the laboratory, whose field studies are centered at Yorktown on the York River; teaching work at the college; and experimental work at both places. Curtis L. Newcombe, Associate Professor of Biology, is Director of the Laboratory.

The location of the laboratory at Yorktown and Williamsburg on the Virginia Peninsula makes it close to a wide range of water conditions and their variety of marine life, including the York and James Rivers and Chesapeake Bay, with ocean water beyond Cape Charles and Cape Henry. This region is the center of Virginia's important commercial fisheries.

Shad Run on the Mattaponi and Pamunkey

Inspector J. T. Meyer, Supt. of Hatcheries, on April 24 reported a good run of shad "coming up the Mattaponi and Pamunkey". He registered the complaint, however, that "the market is too low as far as price is concerned."

Fishermen engaged in supplying the eggs for the hatcheries are reported to be well pleased with the size of their catches, giving as a reason for the large number of shad, the work of the hatcheries conducted by the Commission of Fisheries in past years. The catch on each tide is reported to be larger than in any year for some time in the past, reportedly "giving new life and putting more enthusiasm into the work of the hatcheries experts."

Miss Luella E. Cable, Jr. Aquatic Biologist of the Fish and Wild Life Service, conferred with Inspector Meyer regarding his assistance in taking samples of shad eggs and larva on spawning grounds this season. She began her work April 23, to spend 5 or 6 days on the rivers, having the use of a boat provided for the work by Inspector Meyer.

Shad tagging was started last month by E. H. Hollis, Junior Aquatic Biologist of the U. S. Fish and Wildlife Service, Department of Interior, who is working in co-operation with the Virginia Commission of Fisheries.

The Commission is moving to halt the decline of shad in the Chesapeake Bay area which has become increasingly evident over the period of the past forty years.

Each tagged fish is checked as to where it is put overboard. When it is caught again the length and scale samples will be checked against measurements and scale samples taken when the fish were ready for release. Due to the fact that shad are now running, it was thought advisable to put the tagged shad in waters off the Bay coast.

The fish are obtained from pound netters. The catches will be checked up to about the first of June. Information obtained thus far indicates that the shad run is better this year than last. It falls below the normal run, however, due to the extremely poor run last year.

Under a microscope, fish scales are almost as distinctive as finger prints. Scales from fish hatched in the same stream will resemble one another closely, but scales taken from shad hatched in different streams look different. Thus, scales from Potomac River shad are different from scales of James River shad. These differences make it possible for the biologist to tell for which streams the shad are bound, even while they are in open waters.

Capt. Frank W. Scott of Morgan City, La., and his 47′ shrimp trawler "Anthony Boy", powered with a 60 hp. Atlas Diesel. The "Anthony Boy" fishes in 19 fathoms of water, and remains at sea 4 days per trip.

Louisiana Producers Organize

THE second organization meeting of the seafoods interests of South Central Louisiana was held May 1. The original organization meeting was held a week earlier when John Santos of Patterson was named president, John Hardee of Berwick, vice-president, and Joe Giordano of Morgan City, secretary-treasurer.

The principal activity of the meeting was to appoint an Invitation Committee whose duty it is to invite business men and civic leaders to attend the meetings of this newly created organization. The committee is composed of the following: Abbeville—Truman Paccetti; Delcambre—J. L. Lopez; Patterson—Joe Ramos; Berwick—Lewis Hardee; Morgan City—Raymond Egle.

The stated objective of the organization, which has not yet been given a permanent name, is to interest the business men and civic leaders in these principal seafoods centers in this organization designed for the welfare of the industry in matters of legislation, transportation and other matters.

Urges Shrimp in Inshore Waters Be Protected

Protection of the shrimp supply in inshore waters has been urged by Milton J. Lindner, aquatic biologist for the Fish and Wildlife Service of the United States Department of the Interior, who says: "Investigations or studies are being conducted to devise protection for shrimp fisheries by life history studies, commercial catch analyses and studies of oceanographic effects.

"One of the most noteworthy investigations recently concluded was that into the 'private lives' of South Atlantic and Gulf Coast shrimp, to determine whether this important fishery was nearing the limit of productivity under prevailing fishing methods.

"In the course of offshore explorations by the vessel *Pelican* in the Gulf of Mexico and along the South Atlantic coast from Fort Pierce, Fla., to Cape Hatteras, N. C., no concentrations of shrimp were found in either area outside the waters now being exploited, a fact which emphasizes the importance of measures recommended for the protection of the supply in inshore waters where the nursery grounds are located."

Better Shrimp Hauls

Shrimp boats which arrived in Morgan City the early part of the last week in April had, in some instances, 20 or 30 barrels of shrimp aboard. After weeks of returning with catches of only a few barrels per boat, the haul this week looked mighty good; 35 to 50 barrels of shrimp for each boat are "good hauls" but there have been no such returns since last August. Exceptional catches which have been recorded here are 75, 85 or 108 barrels brought in by one boat.

Packers were paying approximately $14.00 per barrel for shrimp off the boats.

New Trawler for Tower

Boyne and "Firpo" Tower have just completed construction of a trawler of 57½′ length and 17′ beam, powered with a Superior Diesel of 170 hp. for H. M. ("Firpo") Tower, Jr.; the boat to be christened the *H. M. Tower* in honor of Mr. Tower's father.

Klonaris Shipyard Expanding

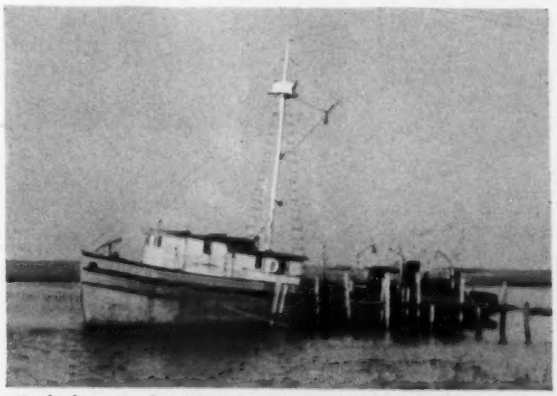
E. Klonaris is building a 300-foot addition to his shipyard in Klingsville. The new building will accommodate ways for 5 boats, and will give him a capacity of 9 boats. At the present time Mr. Klonaris has contracts for a 42′ and a 56′ boat for Captain John Santos; 56-footers for John Hardee and Noble Hardee; 56-footers for Virgil Versaggi and Joe Ramos, and four 60′ boats for General Seafoods.

Shrimp Shipping Order

The shrimp industry of Morgan City and adjacent areas, including Berwick and Patterson, La., has been up in arms over an order of the Interstate Commerce Commission which became effective April 14. The order provided that shrimp must be shipped by railroad or other public carrier unless the shrimp had *not* been deheaded.

Since by far the greater part of the Morgan City area production (which was 90,805 barrels or 19,069,050 pounds in 1939) is shipped green, headless, and since practically all of the dealers of the section ship large amounts of deheaded shrimp in private trucks or in trucks which they own themselves, the dealers at once protested (early in April when the news was received) that it would be a destructive blow to the industry. Importance of the order to the area is seen when it is learned that estimators placed the amount of shrimp moving out to Chicago, New York, and other Eastern markets from Morgan City in 1939 at from 60 to 75 percent of the total production.

That the effect would be disastrous to other Gulf sections which have the same problem was pointed out by members of the industry of Morgan City, who at once banded with public officials and motor transport officials to make strong protests.



Menhaden trawler "Southport" at Morehead City, N. C., owned by Capt. Llewellyn Phillips, and powered with a 100 hp. Fairbanks-Morse Diesel engine.

Two boats built last year by New Augustine Boatbuilders, St. Augustine, Fla., for the St. Johns Shrimp Co., Patterson, La., both 57 feet long having a 17-foot beam, and both using Plymouth rope and Fish Net & Twine Company nets. The "E. F. Marin" (left), Capt. Jesse Zorn, is powered by a 100 hp. Enterprise Diesel engine furnished by Higgins Industries of New Orleans, and the "Frances Olga", Capt. John Azevedo, is powered by a D13000 Caterpillar marine Diesel engine.

Florida

Can Protect Oysters By Packing Crab Meat

THE ordinary commercial crab, armoured marine gladiator popular among sea-food enthusiasts, is revealed for the first time as employing panzer division tactics on oyster beds.

Experiments at the Pensacola Fisheries Biological Laboratory of the Fish and Wildlife Service of the Department of the Interior definitely have added the common commercial crab of the Atlantic and Gulf Coasts to the list of oyster enemies.

The bivalves already are victimized by a host of voracious foes who anaesthetize, bor, crush, and otherwise commit mortal mayhem upon them. Now, according to A. E. Hopkins, in charge of the laboratory, comes the crab with tactics which resemble a combination of panzer attack, safe-cracking, jiu jitsu, and patience.

"It has long been known that an oyster bed is one of the most favorable localities for catching crabs, but the reason for this has not been clear," Hopkins' report said. "It is true, no doubt, that smaller organisms, such as worms and sea slugs, find some protection beneath the oyster shells, and that crabs are able to move the oysters and feed on the otherwise unprotected, soft-bodied organisms."

New experiments being carried out at the Pensacola Laboratory definitely indicate that the crab is an active predator on oysters and must be considered as one of the important enemies of the oyster population.

"It is not yet completely certain just how a crab is able to remove the oyster meat, for the crab's claws are not strong enough to crush the hard shell of an adult oyster. However, they occasionally crush the thin shells of young oysters, one to two inches in diameter, and eat the meat. In two cases crabs were directly observed in the act of opening oysters, and it appears that the crabs succeed by reason of their speed of action and skill in manipulation of fins and claws. When an oyster is feeding its shells are open an eighth to a quarter inch at the bill end. Apparently the crabs inserts the tip end of one of its large claws between the shells and the oyster closes the shells tightly on it. Then, using the claw as a lever, and holding the oyster with its fins, the crab pries the valves farther apart. It seems also to use the other claw to jam the valves in the open position while it inserts the first claw deeper for the next prying position.

"When the shells are jammed far enough open one of the claws reaches in and breaks the oyster's muscle, removing and consuming the meat. In the two cases observed, the crab required only two or three minutes for the whole operation. Peculiarly enough, the shell is ordinarily not damaged beyond a slight nick in the thin edge where the claw was first inserted.

"The fact that one important commercial species preys on another even more important does not imply, by any means," warns Hopkins, "that the predatory species should be annihilated. To the contrary, the crab industry can be very profitable and provide an excellent food."

"It is considered likely that a reasonable population of crabs would feed primarily on the worms, slugs, and similar organisms, while if the crabs are in great abundance they are forced to prey on oysters. For example, at Pensacola, Florida, there is no crab meat packing plant although crabs seem to be very abundant. Incidentally, the oyster beds in Pensacola Bay and connected bodies of water are extremely depleted. In this region, and perhaps in various others along the coast, it is believed that a prosperous crab fishery would produce double dividends by enhancing the value of the oyster fishery."

Capt. A. "Red" Yetman of the trawler "Edith L. Hudgins", owned by M. L. Hudgins of Susan, Va., working the ship-to-ship frequency while hove to off Cape Carratuck, N. C., and talking through his Western Electric radio telephone set, with the Gloucesterman "Babe Sears" off Nova Scotia.

Harvey Gates of the firm of Nat Gates, Jr. & Son of Crisfield, Md., newly appointed distributors for Mack Mariner Diesels. Mr. Gates is shown in front of the Mack factory at Plainfield, N. J. about to take delivery of a new Mack Mariner. Incidentally, the firm uses a new model ED Mack truck.

"Belmont" Launched

THE *Belmont*, one of the largest wooden trawlers ever built, was launched April 14 by Snow Shipyards, Rockland, Maine. Her owner is the Usen Trawling Company of Boston. The new vessel is 124 feet overall and is powered with a 575 hp. Fairbanks-Morse Diesel. At the time of launching the trawler's super-structure was yet to be completed. A full description of the *Belmont* and her equipment will be published in the next issue of *Atlantic Fisherman*.

St. Augustine

A disastrous fire on the San Sebastian water front destroyed the large shrimp packing and canning house of L. P. Maggioni of Savannah, a storage shed of a local lumber Company, and a shrimp house operated by a Daytona concern. The upper part of this house was used as a storage shed by Fred Hanson, and in it was destroyed his complete fishing gear, 12 Amesbury dories, and a quantity of lumber and fittings ready to use on the 70-ft. boat he had under construction. This boat, which was nearly ready to be launched, was practically destroyed.

There has also been a fire in the plant of Saris Bros., boat builders. Saris Bros. have two large boats on the ways which are being framed and planked.

While bucking a Northwest storm on the way from Cape Canavaral, the *J. C. Beyers* started leaking so badly that the crew were forced to run her on the beach, and the boat was a total loss.

The *Miss Morgan City*, owned by V. Santos and built at New Augustine Boat Works, has been completed. The New Augustine concern has just launched a 57-ft. boat for John Hardee, and are starting a new boat for Pacetti Bros.

Manuel Cotellas is building a 45-ft. boat for John Fazio. This will have a 70 hp. Lathrop engine.

The *Dora and Katherine* has left for Provincetown. The *Polaris* and *Lucene*, Captain Peter, have left for Freeport, L. I.

Caterpillar Installations at St. Augustine

Caterpillar Diesel Marine engines have recently been installed in the following St. Augustine boats: *Mary M.*, John Marinzulich, D8800, 70 hp.; *Miss Abbyville*, Emory Pacetti, D11000, 80 hp.; *Ramos I*, Ramos Bros., D13000, 100 hp.; and four boats owned by J. R. Hardee, *Ajax*, *Upchurch*, *Seabiscuit* and *Betty H.*, all with a D13000, 100 hp.

Apalachicola

Four snapper boats have been added to the United Seafood fishing fleet. The boats were bought in Pensacola, having been part of the big snapper fleet belonging to the Warren Fish Company.

Building of another crab meat plant, the second in Apalachicola, was scheduled last month. W. F. Randolph, head of United Seafood Co., announced that he had plans for a new plant to be located just north of the United Seafoods office. About 65 employees will be employed at the peak of the season. Live crabs only are to be handled. Boiler, picking tables, steam vats, and other equipment necessary for opening the plant are on hand. Increased production and improved methods of handling shrimp and snapper are also planned by the firm, Randolph said. A new method of de-veining and packing cooked, peeled shrimp will be installed.

F. B. Newell, proprietor of the Sunbeam Seafoods Company, says that crab meat production, while off in volume, has been satisfactory for some months past.

Mack Mariner Installations

The following Southern fishing boats have been equipped with Mack Mariner Diesels: *Lindberg*, owned by Henry Ambos, and the *Joan C.*, owned by Jos. A. Cesaroni, both of Thunderbolt, Ga. and both with model 605W, 100 hp., with 3:1 reduction gear; the *Betty C.*, owned by A. A. Fagen, New Smyrna Beach, Fla., model 405W, 60 hp., with 2:1 reduction gear; the *Monaco*, owned by Almon and Val Gonzales, Gretna, La., model 405W, 60 hp. with 3:1 reduction gear.

Annual Oyster Convention, June 4-6

THE joint annual convention of the Oyster Growers and Dealers Association, the Oyster Institute, and the National Shellfisheries Association will be held in Atlantic City, N. J., June 4-6.

On April 8 there was a well attended meeting of the Association officers and directors, Hotel Lexington, New York City. J. S. Darling was elected Vice-President to the position vacated by the death of his father.

The directors approved the continuation of the Institute program for the 1941-42 season, increasing the budget to $10,000. With varied bills now before Congress, with further encroachment of New Deal legislation, with new controls over prices, with the prospects of another Food Administration and other factors, more than ever the Institute's Washingon office promises to be a busy place.

The convention will be held at the Marlborough-Blenheim Hotel, preceded by a meeting of the officers and directors of the Oyster Growers and Dealers Association, on the evening of June 3.

On June 4 there will be presented the annual report of Howard W. Beach, President of the Oyster Growers and Dealers Association; Dr. Paul S. Galtsoff, President of the National Shellfisheries Association; and Dr. Lewis Radcliffe, Director of the Oyster Institute.

Charles E. Jackson, Assistant Director of the Fish and Wildlife Service, will speak on biological and technological aid to the shellfisheries.

The Oyster Growers and Dealers Association program will be presided over by Paul Mercer, Vice-President.

The promotion of sales of fish and shellfish will be discussed by A. E. Kessler, Executive Secretary of the Fishery Council, New York City.

On Thursday, June 5, the National Shellfisheries Association program will be presided over by Dr. Paul S. Galtsoff. Howard W. Beach, Treasurer, will make his report, followed by the election of officers.

The annual banquet will be held Thursday evening, with Royal Toner as toastmaster.

On Friday, June 6, J. S. Darling, Vice-President, will preside over the Oyster Growers and Dealers Association program.

There will be a forum discussion among State officers and industry members as to whether the State authorities should give more attention to marketing oysters and less attention to increasing production.

At this session there will be a report by Dr. Lewis Radcliffe, and the resolution committee, followed by the election of officers.

Among other speakers scheduled for the convention are: Joseph N. Fowler, Board of Shell Fisheries, New Jersey; Edwin Warfield, Jr., Maryland Conservation Commission; S. R. Pottinger, Assistant Technologist, Fish and Wildlife Service; W. H. Carter, "Successful Merchandising of Seafood", Carter-Lanhardt Co., Washington, D. C.; L. T. Hopkinson, Principal Commodity Specialist, U. S. Tariff Commission; Dr. A. E. Hopkins, Fisheries Biological Laboratory, Pensacola, Fla.; Dr. Thurlow C. Nelson, Rutgers University, New Brunswick, N. J.; Dr. V. L. Loosanoff, Fisheries Biological Laboratory, Milford, Conn.; R. O. Smith, Biologist, Fish and Wildlife Service, Beaufort, S. C.; Dr. Hebrert F. Prytherch, Fisheries Biological Laboratory, Beaufort, N. C.; L. M. Fisher, Senior Sanitary Engineer, U. S. Public Health Service, Washington, D. C.; F. J. Maier, Assistant Public Health Engineer, U. S. Public Health Service, New York City; Dr. Leslie A. Stauber, Biologist, N. J. Oyster Research Laboratory, Bivalve, N. J.; C. Francis Beaven, Resident Manager, Chesapeake Biological Laboratory, Solomons, Md.; Dr. Curtis L. Newcombe, Virginia Biological Laboratory, Williamsburg, Va.; James B. Engle, Senior Oyster Culturist, Fisheries Biological Laboratory, Milford, Conn.; Lawrence D. Kavanagh, Biologist, Louisiana Conservation Department, New Orleans, La.; and Dr. Helen S. Mitchell, Director of Nutrition on the Staff of the Co-ordinator of Health, Welfare and Related Defense Activities.

Chicago

Schools Serve Twelve Tons of Smelt in One Day

THERE was a very heavy run of Lake Smelts during the month of April, the greater part of which were produced in Green Bay. Last year the production was about 12,000,000 lbs., divided equally between Michigan and Wisconsin.

On account of the very low price of smelts during the run, the Chicago Board of Education last year conceived the idea of serving smelts in the schools. This year the Chicago & Northwestern R.R. ran a special Board of Education train to the Escanaba Smelt Jamboree.

Following is copy of letter received from the Board of Education by Charles W. Triggs, Chairman, Fishery Advisory Committee:

"As per your telephone conversation with me yesterday afternoon regarding smelts served in school lunch rooms on the day of Chicago's Biggest Fish Fry, Friday, April 25.

"We purchased 24,000 pounds (12 tons) of smelts. The menu for the day consisted of smelts, potato chips, cole slaw, and bread and butter, all they could eat, for 10c in 55 high schools; for 5c per plate in 101 elementary school lunch rooms and 8 special schools. They were also served in 20 schools that have free lunch rooms, making a total of 184 school lunch rooms.

"Incidentally, on the Smelt Day, the percentage of attendance in school lunch rooms increased approximately 10%, and this has continued to hold up in a way that certainly justifies our efforts from the publicity standpoint."

Wisconsin Regulations Protested

Commercial fishermen are protesting new regulations scheduled to be placed in operation July 1 by the Wisconsin Conservation Commission. Fishermen of lower Green Bay are seeking postponement of an order which will raise the minimum legal size of perch taken in Southern Green Bay from 7½ inches to eight inches. These fishermen contend that the eight-inch minimum will end their perch fishing business.

The rescuers: John Wiinikka, Vincent A. Anderson, William H. Thorrington, Maxwell R. Getz, Joseph Hublick, Cecil J. Toms and Waino Wiinikka.

The rescued, with Waino Wiinikka at left. They are: Roy Archambeau, Deward Johnson, Thomas Ross, Toivo Hackman and David Macki.

Size of Mesh Restricted

Under the proposed new regulations, the mesh size in pound nets used in Lake Michigan and Lake Superior would have to be not less than 4½ inches in width. Previous regulations restricted only the size of the fish and there were no restrictions on the size of the mesh.

Lake Superior Fishermen Rescued

Five Lake Superior fishermen cast adrift when the ice from which they were fishing broke away, after being driven to Huron Mountain by a shift of wind finally got ashore on the Huron Island. They were rescued by a group including Waino and John Wiinikka of the Wiinikka Boat Works, Chassell, Michigan. They used the Boat Works' heavy built 40-ft. tug made of oak and powered with Chrysler Crown heavy-duty with 3½ to 1 reduction gear. After breaking through a quarter of a mile of 11 to 12-inch ice the trip of 22 miles each way was made in a below-zero temperature.

Maine

Has New Clam Plant at Yarmouth

THE Maine Shell Food Company has opened a clam shucking plant at Yarmouth, employing 40 shuckers. The new business is owned by Soffron Bros. of Ipswich, Mass., and managed by Geo. Soffron. A. D. Luce is buyer.

The plant is 40 x 50 ft. and is designed and equipped for thoroughly sanitary operation in spotlessly clean surroundings. The interior walls of the building are fully sheathed with galvanized metal, painted white with a gray base strip. There are six Monel metal covered shucking tables, Monel washers and blower tanks. The compressor for the blower is operated by a ½ hp. Master motor.

The Company will soon open another plant, 40 x 80, employing 100, at Waldoboro.

Clams Being Propagated

Large scale clam propagation on two fronts is now underway along the Maine coast under the direction of the Department of Sea and Shore Fisheries and will be continued for an indefinite period, according to Commissioner Arthur R. Greenleaf. The biggest project is in operation in Washington County in co-operation with the National Youth Administration, while Capt. Carl Reed of Owl Head had been engaged to supervise the working of a number of areas in the other counties.

The NYA will use from 30 to 40 men on its projects which are designed to revive a total of 150 acres of overdug flats.

Sardine Season in Full Swing

With suitable fish abundant in Quoddy waters the 1941 sardine packing season opened at Eastport April 15.

Canners hope for a much better season than last year when, with about half the normal pack of 2,000,000 cases, they were unable to take full advantage of a demand accentuated by the virtual disappearance of imported sardines.

Herring were reported plentiful, especially off Grand Manan Island and Mace's Bay on the Canadian side of the border, and at Cutler and Machias Bay in Maine waters.

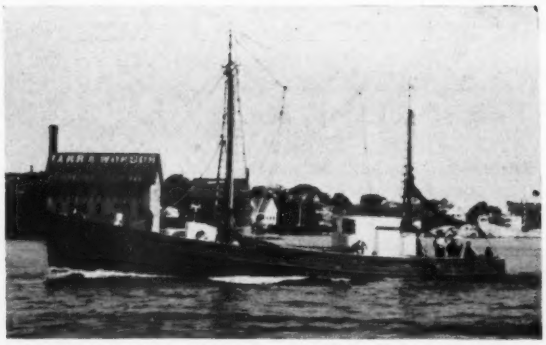
Peacock Gets First Portland Herring

The Portland sardine packing season got underway April 22, when the *Sylvina W. Beal*, Capt. Frank Pendleton, brought in about 350 bushels.

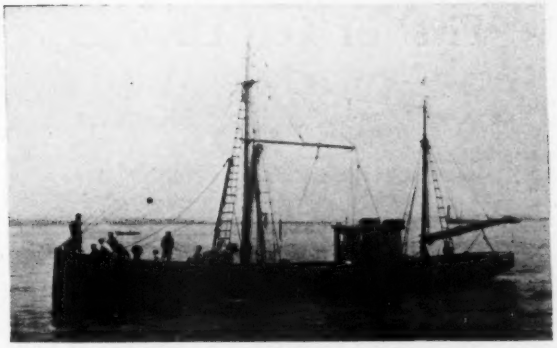
According to John Toft of the Peacock Canning Co., the fish were of exceptionally good quality with heavy oil content. Louis Doughty started them on their way to the cans from a stop seine at Bailey's Island.

Ban on Canned Meat from Short Lobsters

Complete abandonment of the sale of illegally canned Canadian lobster in Maine has been forced by the Department of Sea and Shore Fisheries with the resultant lightening of competition against the products of Maine fishermen.



The "Antonina" at Gloucester, owned by Peter Favazza and skippered by Capt. Benny Randazza, is powered with an FP4-120 hp. Cooper-Bessemer Diesel engine.



The "Captain Drum", operated out of Boston, by Capt. Dominic Tello, and powered with a 4 cylinder, 8½" x 12½", 100 hp. Wolverine Diesel engine.

Commissioner Greenleaf declares that a large percentage of the Canadian lobster meat canned is from lobsters smaller than the minimum Maine legal size, and therefore the sale or transportation of the product is a definite and direct violation of law.

He says that exportation of the canned lobster into this country has greatly increased since the war broke out and that this is bound to have an adverse effect on the prices of domestic stocks.

Jefferson-Travis Telephones for Underwood Fleet

The William Underwood Company with plants at Jonesport and McKinley, Maine, have purchased 25-watt Jefferson-Travis radio-telephones from Maine Coast Distributing Corp., Camden, for five of their sardine boats. Those to be equipped are the *Fish Hawk*, *Roamer*, *Kingfisher*, *Broadcaster*, and the Company's new vessel, *William Underwood*. The installations are being made at Camden.

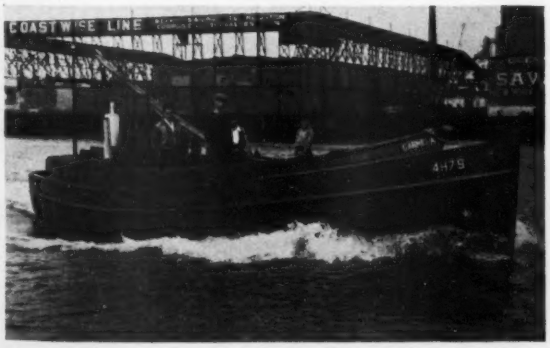
The radio sets are Model 250-C, with four frequencies, each controlled by crystals for both receiving and transmitting. This provides 2 channels for ship-to-ship, one Coast Guard and one Ship-to-Shore. All units operate from 32-volt storage battery system.

Three Boats Get Direction Finders

Cape Cod Navigator direction finders have been installed on the following Portland boats: dragger *Alice M. Doughty II* and schooner *Benjamin Thompson*, owned by John L. Johnson and A. J. Harris; and the *Eleanor and Jean*, owned by Capt. Otis Thompson.

Radio Telephone Installations

Fisher radio telephones have been installed by Grady Instrument Company on the sardine carriers, *Sylvina W. Beal* and *Conqueror*, operated by the Peacock Canning Company of Portland.



The "Carmela", owned by Bertolino Bros., East Boston, Mass., 42 feet long, powered by a 4 cylinder Cummins Diesel, 70 hp. at 1350 rpm. with 2:1 reduction gear, and 30x24 propeller, making 9.5 mph. at 1100 rpm.

Gloucester

Draggers to Curtail Redfish Catches

FACED by the warning of a sharp drop in price unless production of redfish is curtailed, skippers and union fishermen in local redfish draggers met May 10 and voted to sign agreements to remain in port for four days after arrival instead of one day as at present, and also to stop bringing in any deck loads of fish from May 1 to November 1.

The first week in May shattered all existing records of redfish landings in any port when 38 trips accounted for 3,045,000 pounds redfish, or 2,000 pounds better than the previous week when 46 trips had 3,043,000 pounds.

Problem for Dealers

Dealers handling the fish, however, have been concerned as to how they can unload all the redfish they have taken and are concerned as to whether they can profit on the bulk of the enormous catch. For this reason, leaders among the dealers conferred with the union representatives, and advised that unless the production was lessened, there would be further drops in the price paid to the fishermen. The prevailing price for the past two weeks and more has been $1.85 per hundred pounds.

Seiners Making Money

That several of the local mackerel seining fishermen have made good money in the brief Southern Spring season this year is evidenced by the report that the local seiner *Bethulia*, Capt. Phil Curcuru, has shared close to $700 per man for the 42-day season.

The *Bethulia* left here March 26 and returned May 7. She caught 204,000 pounds in six trips, according to report. The seiner *Mary W.*, Capt. Sam Scola, is credited with the largest catch, 258,000 pounds in nine trips. The seiner *Santa Maria*, Capt. Peter Mercurio, is second with 220,000 pounds in four trips.

Summary to May 7

Mary W., nine trips, 258,000 lbs.; *Santa Maria*, four, 220,000; *Bethulia*, six, 204,000; *Eleanor*, six, 203,000; *Frankie and Rose*, five, 153,000; *Capt. Drum*, eight, 128,000; *Andrew and Rosalie*, four, 104,000; *Three Sisters*, six, 101,000; *Naomi Bruce III*, two, 65,000; *Jackie B.*, three, 65,000; *Alden* two, 50,000; *Gertrude DeCosta*, one, 18,000.

First at Cape May

The first seiners in port at Cape May, N. J., were the *Mary W.*, Capt. Sam Scola, and the *Captain Drum*, Captain Isadore Tarentino, on April 14.

The mackerel have brought a higher price than in 1940, but the fleet is the smallest on record.

New Equipment for "Evelina M. Goulart"

The *Evelina M. Goulart*, owned by Capt. Manuel Goulart, Gloucester, has been furnished with new auxiliary equipment by Diesel Engine Sales & Engineering Corp., Boston. The equipment consists of an 8 hp. Lister auxiliary Diesel, driving through a Kinney clutch, a Curtis compressor, Goulds water pump, Diehl generator and the fish hoist.

First of Ten Draggers Launched for F. J. O'Hara

To Supply Fish for Company's new Packing and Freezing Plants at Portland and Rockland, Me.

THE launching of the *Ave Maria* on May 1 at Maine Shipyards Corp., South Portland, Maine, signalized the official opening of F. J. O'Hara & Sons' extensive expansion program in the State of Maine.

The new, staunchly-built 58-foot wooden craft, with flags flying, slid down the ways amid a delegation of 200 visitors, following the launching ceremony, high-lighted by the smashing of champagne against her bow by little Mary Jane O'Hara, daughter of the owner, Francis J. O'Hara.

Following the launching, the guests, who included prominent fishing, shipbuilding, and civic officials, enjoyed a luncheon at the shipyard and were entertained by a four-piece orchestra. James J. Ryan, general manager of the F. J. O'Hara Company, outlined the history of his firm.

First of a Fleet of Ten

The *Ave Maria* is the first of ten draggers being built for O'Hara, all of which are expected to fish from Maine, manned by Maine crews. They will supply fish to O'Hara's new modern packing and freezing plants at Rockland and Portland.

The *Ave Maria's* nine sister ships all will be launched by Fall. Five of these will be of her length, 58 feet, while four will be 86-footers. In general, the entire fleet will have the same types and makes of equipment throughout, although on the larger boats some of the equipment will be of larger sizes.

The smaller boats are to be named the *Ave Maria, Queen of Peace, Trinity, Boston College, Holy Cross,* and *Georgetown,* and will hail from Rockland.

The larger boats will be the *Notre Dame, Fordham, Jeanne D'Arc* and *Villanova,* and will hail from Portland. Seven of the fleet bear the names of trawlers in the last F. J. O'Hara fleet.

The larger boats will hold 100,000 pounds of fish and carry a crew of 9. They will be powered with 180 hp. 6 cylinder Superior Diesels, direct reversing with sailing clutch.

An Ultra-Modern Vessel

The *Ave Maria* represents the last word in modern dragger design. She was designed by Eldredge-McInnis, Inc., with the object of landing better quality fish with shorter, more profitable trips.

She has many innovations for a boat of her size, and has the most complete and modern equipment available for fishing service in this type of craft.

The outward appearance of the *Ave Maria* is that of an exceptionally trim boat. Her blue hull and white deck house are distinctive. She has a full deck line foreward with a generous flare in the foreward sections.

The appearance, furnishings, construction, and equipment of this boat far excel the average fishing boat and practically place her in the yacht class.

Although a comparatively small dragger, the *Ave Maria* will carry a big load for her size, and has ample space in the galley and engine room. Every detail has been designed for utmost utility and compactness.

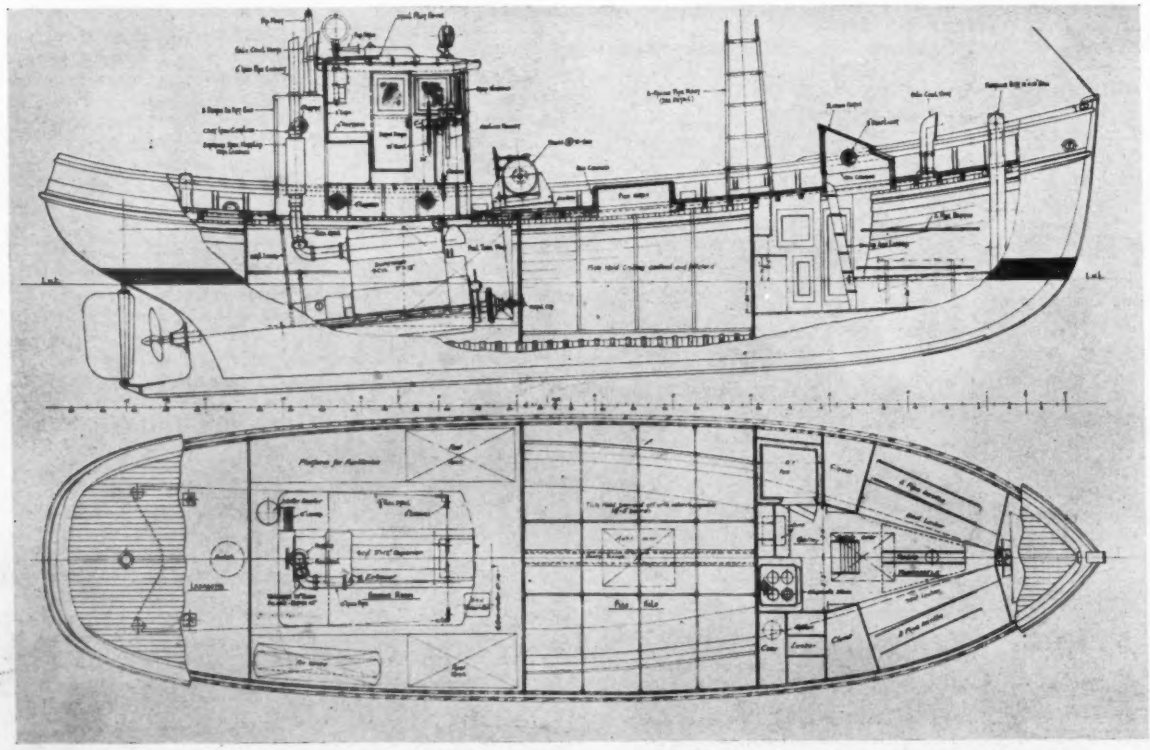
The dimensions of the boat are as follows: 57′ 6″ over all length, 51′ 6″ waterline length, 15′ beam and 5′ 6″ draft.

She has steam bent, white oak frames spaced 10½″ on centers, and yellow pine planking. Galvanized fastenings are used.

Steel Pilot House

The pilot house is completely of welded steel-plate and is situated over the engine room trunk, which is also of steel. The use of steel saves space and eliminates possibility of leaks.

It has two Dutch-type doors, one fixed window aft and 5 drop windows foreward. There is one berth across the after



Inboard profile and arrangement plans for the 58-foot dragger "Ave Maria", designed by Eldredge-McInnis, Inc.

section, below which is located a hot-water radiator, heated by the engine exhaust. There is a toilet on deck aft of the house.

"A" Frame Mast

The deck is arranged for maximum working space. The interference of the conventional mast has been eliminated by the use of a special "A"-frame type mast, built up of welded steel piping from either rail, complete with crows' nest.

Gallows frames and bollards made by New England Trawler Equipment Company are arranged for dragging from the starboard side. The worm-geared winch is a New England, model W-500, having a capacity of 35 fathoms of ½" wire per drum. Trawl nets are of Great Grimsby make.

The two towing bits aft and mooring bit foreward are of steel, and there is a manhole over the lazarette.

There are galvanized-steel ladders to the fo'c's'le and engine-room. The fo'c's'le contains the crews' quarters and galley and is finished in pine with oak trim.

Folding Bunks

Of particular interest are the four bunks, which are of folding type, made of galvanized pipe with lee-rails. Ample space is provided for food storage and clothes lockers. The galley range is a Shipmate.

The fish hold, which accommodates 45,000 pounds of fish and ice, has one hatch, and a concrete floor with pump well.

There is a 9" diameter ventilator over the forecastle and two 6" vents aft for the engine room. There is an Edson 3" hand bilge Deck pump.

The engine room is exceptionally accessible and light. On either side are two 8" diameter port lights, with another at the foreward end. Fuel oil capacity is 12,000 gallons.

Engine Room Equipment

The *Ave Maria* is powered with a 120 hp., 4 cylinder Superior Diesel, 9x12, 400 rpm., reverse-gear type engine. It turns a 36x42 Hyde propeller on a 3" Monel metal shaft through a Hathaway stern bearing. The engine is furnished with Eclipse seamless flexible metal exhaust hose.

On the foreward end of the engine is a 2 kw., 32-40 volt Diehl generator of variable speed, constant voltage type. Batteries are 32 volt Exide of 150 ampere hour capacity, and they supply current for 16 lights, searchlight, telephone, and depth finder. There is an Aywon switchboard,

The main engine, exhaust hose, generator and switchboard were furnished by Walter H. Moreton Corp., Boston.

Navigating Equipment

The boat is fully equipped with navigating instruments, all supplied by Kelvin-White Co. They include a 50-watt Hallicrafters marine radio telephone, Fathometer depth finder, Kelvin-White spring suspension, spherical compass with trawler binnacle, and Bludworth Standard Arrow direction finder.

The direction finder is of a special adaptation to suit the design of the vessel. The essential elements such as loop, tuner, static suppressor, selectivity, and sensitivity circuits are the same as those used in the Bludworth instruments in the new vessels of the "Around-the-World" American President Lines.

The *Ave Maria* will be in command of Capt. Reuben Doughty, veteran Portland skipper.

On the "Ave Maria" launching stand, Mary Jane O'Hara, the sponsor, holds the bottle, as her father and owner of the boat, Francis J. O'Hara, shakes hands with Arthur R. Greenleaf, Commissioner of Maine Sea and Shore Fisheries, while E. H. Cooley, Manager, Massachusetts Fisheries Association, looks on.

Portland Plant

An outstanding feature of the Portland plant is its unloading facilities, which eliminate the use of forks on the wharf and minimize handling. At the edge of the wharf there is a hoist with which baskets of fish are taken from the boat's hold, weighed on a scale, and then routed on an overhead continuous track into an adjacent storage room, located on the wharf, and adjoining the main plant. The storage space is a new development, and is constructed similar to the fish hold in a boat. Walls are insulated with a 10-inch thickness of granulated cork and sheathed with galvanized metal. The floor is concrete, and either side of the center aisle space is divided in compartments with pen-boards. The capacity is 100,000 pounds.

Rotary Scaling Machine

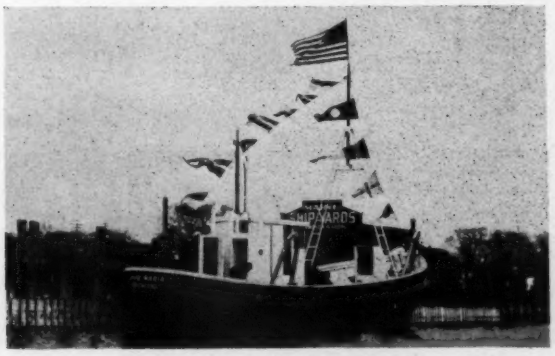
With ordinary unloading and production, the fish are carried directly from the boat to a hopper at the inner end of the storage room and discharged into a rotary type scaler, located in the main plant. The scaler is cylindrical, about 3½ feet in diameter, 22 feet long, and covered with coarse-mesh galvanized screening. A perforated pipe extending over the length of the unit supplies a spray of water to wash the fish.

The scaler revolves at 18 revolutions per minute, driven by a 5 hp. motor. The action of the fish rolling against the screening removes the scales. Since the machine is sloped toward the out-go end, the fish feed through automatically by gravity at the rate of 15,000 to 20,000 pounds per hour, or approximately as fast as they can be unloaded from a boat.

New Type Cutting Table

From the scaler, the fish drop on a conveyor which carries them to a hopper over the end of the cutting table. This table

The "Ave Maria" just after launching.



Stern view of the "Ave Maria".

An Open Letter from Francis J. O'Hara

F. J. O'HARA & SONS, Inc.
Producers and Distributors of Fresh and Frozen Seafood

UNION WHARF
PORTLAND, MAINE

TELEPHONE
PORTLAND 2-9956

FLEET OF TRAWLERS
BOSTON COLLEGE
HOLY CROSS
GEORGETOWN
NOTRE DAME
FORDHAM
JEANNE D'ARC
VILLANOVA

May 1, 1941

Mr. Arthur R. Greenleaf, Commissioner
Department of Sea and Shore Fisheries
State House
Augusta, Maine

Dear Mr. Greenleaf:

We appreciate the reception accorded us by the State of Maine and your Department, in the opening of our plants at Portland and at Rockland, and in the launching of the "Ave Maria", the first of ten draggers we are building in Maine. These vessels will serve our Maine plants, which will receive fish also from any other Maine boats.

Boat owners, operators and fishermen are assured of our every cooperation in promoting a bigger and better fishing industry in the State.

Our interests are mutual, and the P. J. O'Hara Company's enthusiasm has been insured of permanence by the encouraging attitude of the Department of Sea and Shore Fisheries and the Maine Development Commission.

In appreciation of the hospitable reception of our efforts to establish ourselves as an integral part of the Maine fishing industry, we pledge our whole-hearted devotion to assist in the full development and realization of the State's resources and possibilities.

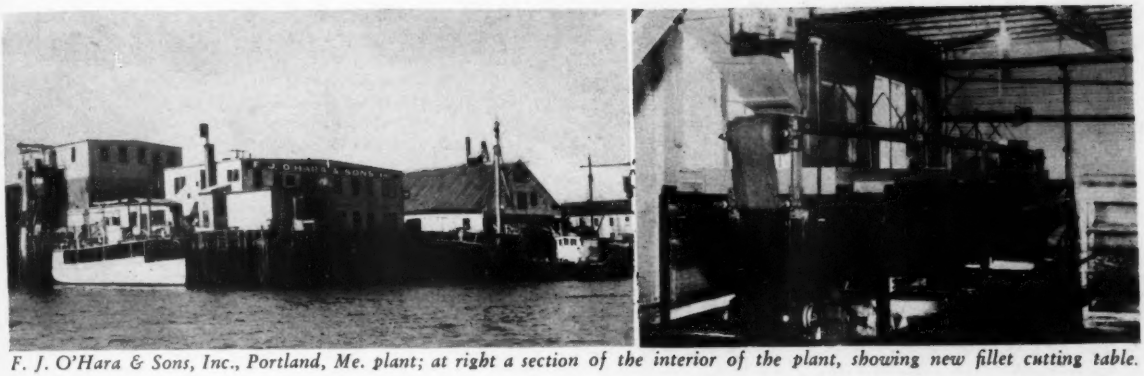
We went to cooperate in every way to the limit, and as the Maine fishing industry prospers, we hope to share in its prosperity.

Sincerely,

Francis J. O'Hara
President

FJO/vf

F. J. O'HARA & SONS, INC.
Producers and Distributors of Fresh and Frozen Seafood
BOSTON, MASS. — PORTLAND, MAINE — ROCKLAND, MAINE



F. J. O'Hara & Sons, Inc., Portland, Me. plant; at right a section of the interior of the plant, showing new fillet cutting table.

is of special design and has several unique features. The fish come in on a belt over the top center. At convenient intervals, there are pulley operated, adjustable V-shape stops which can be let down on the belt, causing the fish to fall to a center shelf below, from which the cutters take their supply.

Each cutter, of which there are 10 on a side, fillets the fish on a removable board. Discarded portions drop below on a metal bottom which slopes to a waste conveyor belt. For the convenience of the cutters in rinsing their hands and knives, there is a water filled trough at the edge of the table. In order to keep workers off the wet floor, and to facilitate floor washing, a raised foot stand is provided. The entire cutting table is an integral unit, and is nearly all made of welded steel.

Packing Operations

Packing is the next operation, and this varies according to the type of package desired. Fresh fillets are generally wrapped in parchment and packed in 15 and 20-pound oblong cans, with the exception of flounder-type varieties which are packed in 15-pound round cans. The cans are furnished by National Can Corp.

Frozen fillets are packed in both wooden boxes and paper cartons. The wood pack is in 10 and 15-pound sizes with the fillets either individually wrapped in waxed parchment or layer packed with parchment only between layers. Parchment is supplied by Kalamazoo Vegetable Parchment Company.

The newest type of package is the 5-pound paper carton. This carton, made by Russell Box Co., is attractively designed in red and blue and incorporates the "Tip Top" trade mark, and drawing of a plant and boats. Fillets for this carton are individually wrapped in Nashua-Printed Cellophane. For shipping, two 5-pound cartons are placed in a corrugated, Bird & Son, shipping container.

Freezing Facilities

The freezing and cold storage facilities at the Portland plant are most modern. Existing equipment has been completely renovated, with the walls being re-insulated and new coils installed. There are now five cold blast freezing rooms, three of which are of the new design "Blizzard" type. The temperature in these rooms is carried down to minus 40 degrees Fahr. for freezing. This low temperature is accomplished with the use of one 11½" x 8" booster and another 8¾" x 6" booster with liquid and discharge gas coolers, water cooled intercoolers, new condensers and liquid receivers, discharging into the original compressors. With this equipment it is possible to freeze 60,000 pounds in 6 hours. All of the refrigerating and freezing machinery was designed and manufactured by the Frick Company.

The freezing rooms are located on the first floor of the plant, while on both second and third floors are located fish storage rooms, each approximately 50′ x 38′. The total storage capacity of the plant is one million pounds. In addition, there is a refrigerated fresh fish storage cooler that will hold about 30,000 pounds.

There are facilities for manufacturing 10 tons of ice daily, and a Creasy ice crusher is used for breaking ice for fresh shipments and for icing railroad cars.

The plant also has a steel smoke house, insulated with sheet asbestos, which handles 4,000 pounds daily, and a battery of lobster tanks with 10,000 pounds capacity.

For loading cars for shipment, there is a roller conveyor extending from the cold storage rooms to the loading platform. About 70 workers are employed at the Portland plant.

Rockland Plant

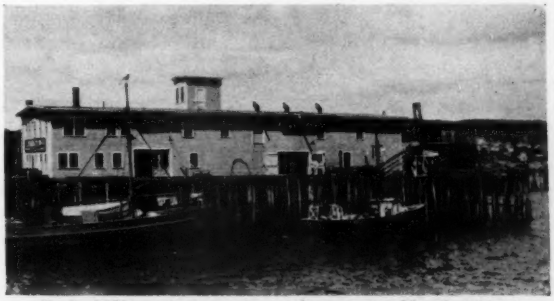
The Company's Rockland property consists of an up-to-date handling plant 125′ x 50′, and a freezing and cold storage plant in a separate adjacent building 45′ x 90′. There is wharf space on three sides, so that six average-size boats can dock at once, three of which can be unloaded simultaneously.

Fish are taken out of boats by means of electric-boom type fish hoists. A Creasy ice crusher unit which will handle 20 tons per hour is located on the wharf for icing boats.

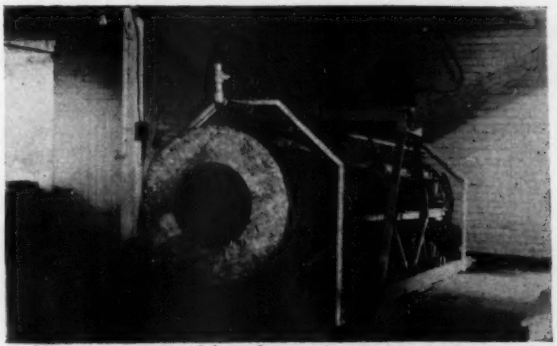
The interior of the plant is entirely sheathed with galvanized metal over wood sheathing, and has a well-drained concrete floor. The first floor is partitioned for various departments. In the rear is space for incoming fish, facilities for packing round fish shipments, a 10-ton capacity ice box for icing fish to be shipped or held, and a rotary type scaler which projects through to the cutting and packing room.

There is an insulated cooling room, containing 400 square feet, equipped with a refrigerating unit to maintain proper temperature. It has an entrance on either end, and will comfortably accommodate 50,000 pounds of fish.

At the front of the building is a modernly equipped office, arranged to expedite the handling of all business details.



F. J. O'Hara & Sons, Inc., plant at Rockland, Maine.



New type rotary fish scaler in the Rockland plant.

On the second floor are attractively paneled rooms for men and women workers and boat captains, complete with lockers and lavatory facilities. Also, on this floor there is ample storage space for barrels, boxes, cans, wrappers, etc.

With full operation approximately 100 people will be employed at the Rockland plant.

The freezing and cold storage plant contains one cold blast room for fish frezing, two fish storage rooms with a total capacity of 300,000 pounds, and a 15-ton ice-making plant.

All of the equipment in this plant is of Frick make, and consists of a 9″ x 9″ dual suction effect synchronous motor driven compressor, which design makes possible the carrying of low temperatures for fish freezing work, while at the same time, maintaining higher temperatures for ice making and ice storage. Another 7″ x 7″ synchronous motor driven compressor of standard design is used for ice making when fish freezing is not being carried on.

Organization

Headquarters of F. J. O'Hara and Sons, Inc., are at 21 Fish Pier, Boston, Massachusetts, where there are facilities for filleting, packing, freezing and shipping. On Northern Avenue, Boston, the Company maintains a warehouse for handling a full line of trawling gear.

Officials of the Company are as follows: Francis J. O'Hara, President and Treasurer; Thomas Cummings, Secretary to the President; James J. Ryan, general manager; Phillip Sullivan, manager Boston plant; George Davidson, manager Portland plant; Sumner Whitney, manager Rockland plant; Jack Sullivan, port engineer; and Charles Starritt, warehouse manager.

History of Company

The history of the F. J. O'Hara Company dates back to 1872 when the late Francis J. O'Hara, Sr. started a wholesale fish business on T Wharf, Boston. During the years following he built a fleet of 30 fishing schooners.

In 1895, Francis J. O'Hara, Jr. entered his father's business, and in a few years was managing his vessel fleet. In 1905, he entered business for himself at 124-26 Atlantic Avenue, Boston as the Atlantic & Pacific Fish Co.

With the opening of the new pier, O'Hara's Atlantic & Pacific Fish Co. moved to 21 Fish Pier, where it has since operated. A few years ago, the Company name was changed to its present form of F. J. O'Hara & Sons, Inc.

O'Hara was an active organizer of the Boston Fish Market Corp., lessee of the Fish Pier, Commonwealth Ice & Cold Storage Co., Massachusetts Fisheries Association, as well as the Fish Exchange, and is now a director in all.

In 1928 F. J. O'Hara built three steel Diesel-powered trawlers, and by 1937, his "College Fleet" had grown to seven. Last year the entire fleet was turned over to the United States Navy.

With his three plants, F. J. O'Hara is now the largest independent wholesale fish dealer in the industry. Through his untiring efforts and progressive ideas, he is making great strides in helping to develop a bigger and better fish business, with modern methods of production and distribution.

It is Gratifying to Announce

STANDARD ARROW MODEL

that the TEN New

O'HARA

FISHING VESSELS...

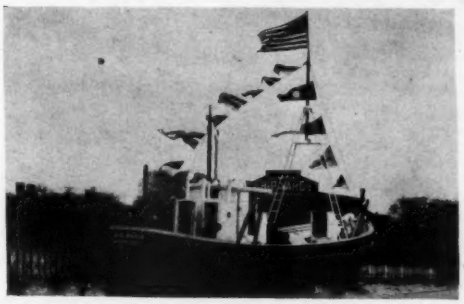
"AVE MARIA" "QUEEN OF PEACE"
"TRINITY" "BOSTON COLLEGE"
"HOLY CROSS" "GEORGETOWN"
"JEANNE D'ARC" "VILLANOVA"
"NOTRE DAME" *and* "FORDHAM"

designed to secure the greatest efficiency, are equipped with

BLUDWORTH DIRECTION FINDERS

BLUDWORTH INCORPORATED
Simplex MARINE INSTRUMENTS
98-96 GOLD STREET, NEW YORK, N.Y.
A SUBSIDIARY OF INTERNATIONAL PROJECTOR CORPORATION

"AVE MARIA"—the first of ten ULTRA-MODERN DRAGGERS



The "Ave Maria", just launched for F. J. O'Hara & Sons, Inc. of Boston and Portland, by Maine Shipyards Corp., is the first of ten ultra-modern draggers being built for this well known operator.

Built in 58 and 86-foot sizes, these new boats have many innovations in dragger construction, all planned to assure landing better quality fish, with quicker, more profitable trips.

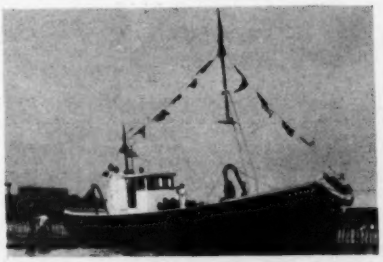
Designed by

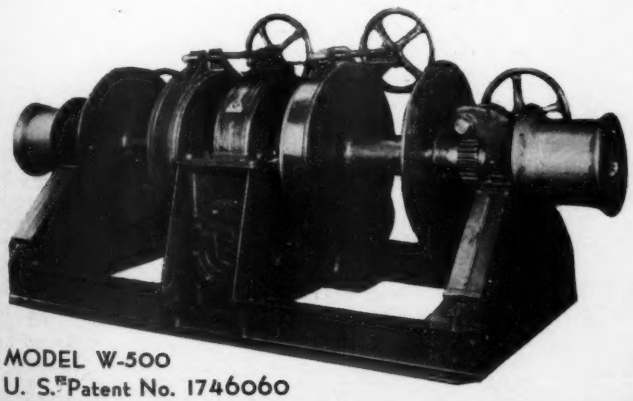
ELDREDGE-McINNIS Inc.

NAVAL ARCHITECTS

131 State Street Boston, Mass.

THE "Ave Maria" and her sister ships are all fitted with worm-geared trawl winches. F. J. O'Hara and Sons selected these winches on the basis of performance of the large winches built for the "Jeanne D'Arc" and "Villanova". In addition to the worm gear drive operating in an oil bath, these machines also employ our patented friction drum control.





MODEL W-500
U. S. Patent No. 1746060

Model W-500 winch used on the "Ave Maria" has a capacity of 350 fm. ½" wire per drum. Model W-700 to be used on the O'Hara 86 footers has a capacity of 350 fm. ⅝" wire while our Model WD-700 holds 450 fm. ¾" wire per drum. Chain drives in all cases are through a watertight opening in the winch base. A lubricated chain operating on steel sprockets with cut teeth eliminates all open countershafts and provides a modern up-to-date installation.

NEW ENGLAND TRAWLER EQUIPMENT CO.

EASTERN AVE.
CHELSEA
MASS.

Boston Pier Landings for April

(Hailing fares. Figure after name indicates number of trips)

Acme (3)	58,000	*Killarney* (1)	79,000
Adventure (3)	394,000	*Lark* (8)	1,126,000
Adventure II (1)	92,000	*Laura Goulart* (2)	110,000
Alice and Mildred (2)	114,000	*Marcella* (1)	37,000
Alice J. Hathaway (2)	133,000	*Maris Stella* (3)	209,600
America (1)	87,000	*Mary Grace* (1)	70,000
American (3)	436,000	*Mary and Jennie* (2)	30,000
Annie and Josie (3)	44,000	*Mary J. Landry* (1)	33,000
Arlington (2)	279,000	*Mayflower* (3)	70,000
Atlantic (4)	565,000	*Neptune* (3)	560,000
Bettina (3)	256,000	*New Bedford* (3)	152,000
Billow (3)	472,000	*Newton* (3)	536,000
Boston (2)	207,000	*Niantic* (1)	36,000
Breaker (3)	467,000	*North Star* (3)	508,000
Breeze (2)	342,000	*Ocean* (3)	565,000
Brookline (3)	511,000	*Olympia* (4)	163,300
Cambridge (2)	203,000	*Palestine* (2)	121,000
Cape Ann (3)	167,500	*Pelican* (1)	66,000
Catherine Saunders (3)	248,000	*Plymouth* (3)	443,000
Clarence B. Mitchell (3)	48,600	*Pollyanna* (3)	256,000
Comber (3)	412,000	*Quincy* (2)	236,000
Cormorant (1)	172,000	*Rainbow* (3)	205,000
Crest (2)	361,000	*Ripple* (1)	180,000
Dartmouth (1)	103,000	*Rita B.* (3)	272,000
Dawn (1)	43,000	*Roma* (3)	47,500
Dorchester (3)	440,000	*Rose Marie* (1)	62,000
Doris F. Amero (1)	88,000	*St. George* (3)	416,000
Ebb (3)	517,000	*St. Joseph* (7)	121,800
Edith L. Boudreau (1)	60,000	*Salvatore* (1)	82,000
Elizabeth N. (2)	120,000	*Sea* (1)	160,000
Ethel B. Penny (2)	75,000	*Sea Ranger* (3)	193,000
Eunice and Lillian (1)	38,000	*Sebastina and Figli* (2)	47,200
Fabia (3)	575,000	*Serafina II* (1)	42,000
Famiglia (3)	60,600	*Shamrock* (2)	180,000
Fannie F. Hickey (2)	64,000	*Spray* (2)	240,000
Flow (3)	700,000	*Squall* (3)	670,000
Foam (2)	366,000	*Stanley B. Butler* (2)	178,000
Frances C. Denehy (4)	283,000	*Storm* (3)	498,000
Gale (3)	709,000	*Surf* (3)	791,000
Geraldine & Phyllis(3)	218,500	*Swell* (2)	487,000
Gertrude Parker (3)	176,000	*Thomas Whalen* (3)	510,000
Gert'de L. Thebaud (1)	108,000	*Tide* (3)	737,000
Gossoon (3)	397,000	*Triton* (3)	397,000
Grand Marshall (1)	52,000	*Vandal* (3)	277,000
Hekla (3)	546,000	*Venture II* (2)	198,000
Helen M. (3)	61,000	*Wansutta* (1)	77,000
J. B. Jr. (6)	98,400	*Wave* (4)	676,000
J. M. Marshall (3)	164,000	*Wm. J. O'Brien* (3)	360,000
Josephine & Mary (3)	173,000	*Wm. L. Putnam* (3)	252,000
Josephine P. (3)	78,200	*Winchester* (1)	142,000
Josie M. (2)	56,000	*Winthrop* (3)	491,000

Boston Pier Receipts Ahead of 1940

Groundfish was in good supply again at the Boston Fish Pier during the last of April. Best catches came from Western bank, but haddock dominated the receipts which were over a million pounds more than in the corresponding week last year. For the week ending May 1 there were 105 arrivals at Boston and receipts were 5,839,600 pounds of fresh fish as compared with 169 arrivals and receipts of 4,691,000 pounds of fresh fish in the corresponding week of 1940.

Jan. 1 to May 1

From January 1 to May 1 there were 1926 arrivals and receipts of 93,097,200 pounds of fresh fish as compared with 1849 arrivals and receipts of 77,003,200 pounds of fresh fish landed in the corresponding period of 1940.

New Concern to Build Trawler

A new concern, Deep Sea Trawling Co., Inc., has been organized by Isidore Bromfield, President and Treasurer, with plans being made for the construction of a 132-foot steel trawler.

Fulton Market Wholesale Prices

Specie	Apr. 1-5	Apr. 7-12	Apr. 14-19	Apr. 21-30
Alewives	.01-.02½	.01-.01½	.01-.01	.00½-.00½
Bluefish	.. ..	.18-.26	.13-.30	.10-.23
Bonito	.. ..	.12½-.13	.. ..	.06-.06
Butterfish	.04-.06	.02-.05	.02-.04	.02-.10
Codfish, steak	.06-.11	.06-.10	.04½-.08	.04½-.09
Codfish, mkt.	.03-.07	.03½-.07	.02-.05	.03-.06•
Croakers	.01½-.02½	.01-.01	.02½-.07	.02-.05
Eels	.. ..	.06-.16	.03-.10	.05-.10
Flounders	.04-.12	.02-.14	.01-.08	.01½-.10
Fluke	.05-.12	.05-.14	.04½-.11	.04-.12
Haddock	.04½-.08	.03-.07	.03-.06	.03-.06½
Hake	.. ..	.04-.05½	.04-.06	.03-.05
Halibut	.. ..	.19-.19	.14-.18	.14-.16
Jewfish	.17-.17	.16-.17	.13-.14	.. ..
Kingfish (King Mackerel)	.08½-.12	.11-.13	.12-.15	.10-.12
Mackerel	.06-.15	.. ..	.06-.15	.05-.14
Pollock	.05-.06½	.02½-.06	.04-.05	.02-.05
Pompano	.. ..	.40-.50	.40-.45	.40-.45
Salmon, Pac.	.. ..	.. ..	.. ..	.18-.32
Scup	.02-.07	.01¾-.08	.02-.05	.02¼-.07
Sea Bass	.06-.13	.05-.15	.04-.10	.07-.15
Sea Trout, gray	.08-.08	.12-.15	.. ..	.09-.12½
Sea Trout, Sptd.	.15-.23	.23-.25	.15-.25	.14-.25
Shad	.04-.27	.01-.25	.01-.09	.01-.12
Silversides	.01½-.03	.01-.02½	.50-.75	.01-.01½
Red Snapper	.. ..	.18-.21	.15-.15	.. ..
Sole, gray	.06-.08	.05-.10	.04-.07½	.05-.10
Sole, lemon	.09-.10	.11½-.14	.06½-.10	.08½-.10
Spanish Mackerel	.20-.23	.17-30	.07-.17½	.07-.09
Striped Bass	.15-.22	.12-.20	.08-.15	.10-.16
White Perch	.04-.07	.02½-.09	.03-.05	.. ..
Whiting	.03-.05	.04-.07	.01½-.04	.02½-.06
Yellowtails	.02-.10	.01½-.10	.02-.06½	.01½-.07
Clams, hard	1.50-4.00	1.25-6.00	1.00-4.00	1.00-3.50
Clams, soft	1.50-2.00	1.00-2.50	.50-1.75	.75-2.00
Conchs	1.25-2.00	1.50-2.25	1.50-2.25	1.50-2.25
Crabs, hard	1.75-2.00	1.25-2.75	.50-2.00	1.00-2.00
Crabs, soft	.. ..	.. ..	.75-2.50	.25-2.00
Crab meat	.30-.70	.40-.70	.45-.75	.25-.75
Lobsters	.35-.56	.29-.48	.26-.41	.25-.39
Mussels	.50-.75	.50-.75	.50-.75	.50-.75
Scallops, Sea	2.40-2.40	2.85-2.85	2.00-2.00	1.50-1.65
Shrimp	.10-.30	.14-.30	.15-.25	.13-.35
Squid	.04-.06	.05-.07	.05-.10	.05-.10
Frogs Legs	.50-.50	.45-.55	.50-.65	.40-.55

Fishery Council Co-operates in Tuesday Campaign

"Tuesday Is Fish Day Too" lapel signs are worn by all men behind the retail store counters, and also by men in the Fulton Fish Market, as a "punch" the drive to make Tuesday a fish day. The Council is also furnishing folders explaining "Why Tuesday Is Fish Day Too." This folder features statements by William Fellowes Morgan, Commissioner, New York City Department of Markets, who started the campaign.

Consumers are encouraged to take advantage of money-saving opportunities in fish purchases earlier in the week when they can get more for their money because of the usual low demand and high supply of fish at that time.

Furthermore, retailers have a heavy overhead based on the maximum Friday demand. Were they to sell as much fish on another day of the week, Tuesdays, for instance, they could afford to operate on a narrower margin of profit.

The Council is furthering the campaign with special promotional material in newspapers, radio programs, magazines, and streamers.

Oyster Pearls for Radio Stars

The J. & J. W. Elsworth Co., producers of Gardiner's Island Salts, sent Fred Allen and Amos 'n' Andy a batch of oysters, and saw to it that some pearls were on hand to be discovered. This was an outgrowth of a recent sequence on the Amos 'n' Andy program which revolved about the finding of pearls in some oysters the famous comedians were supposed to have eaten in a restaurant.

With Vineyard Fishermen

By J. C. Allen

THIS report, written as April rolls astern in the wake, sees trap gear overboard, lobster-pots, and the Spring business afloat in full swing. The warm weather has been late in arriving and the first lobsters taken in the gear were all wearing mufflers and mittens, while the pollock were still stiff and half-frozen from the cold. But Summer seems to be at hand, although, as the oldest inhabitants say: "Many a snow-squall has occurred in May." All hands hope for the best; it's bad enough as it is, what with the war, taxes and Fifth Columnists.

The Eternal Lobster Question

Our county representative, Joseph A. Sylvia, notifies us of preparations for liberating short lobsters in a couple of our salt ponds here. The State will collect these lobsters from various places and set them adrift in the hope that they will grow and replenish the supply. If they would only regulate the law so that the breeding lobsters might be protected, some good might result, but under every cussed act either made or proposed for the past thirty-five years, these lobsters can be caught and boiled as soon as they reach the breeding stage or before, so long as they do not happen to have eggs on them when taken. It's a damned funny law that kills off the female lobsters, and protects the chickens which are not worth a damn to the industry! How long would a cattle man be in business if he killed off his cows and saved only the young calves? And it takes longer to raise a lobster to the breeding stage than it does a calf. But the Powers that Be are supposed to know all things.

One Spurt of Cod

Blue water fishing in these latitudes has not changed much in its aspect in months. There has been no change in the species taken; only in the bearings where the school hung out. Cod is definitely scarce inshore, and there seems to be no error about that. One little spurt is all the gang has had thus far, and while the fish were mighty fine, the supply soon went to looward.

Mackerel, Flukes, Pugs

Up to this date there has been no appearance of the mackerel or flukes in local waters and, indeed, they have not been expected. The water has been so cold that the customary bait-fishing for pugs has not yet occurred. This is not a commercial pursuit, but it does serve as a check-up on the movement of the pugs, and the results are always followed with interest by the commercial fishermen.

Scallopers and Raiders

Our sea scallopers report a clean-up of the beds which have been fished for a long period, and state that some prospecting must be done in the near future. This is, as a matter of fact, underway now to some extent. With the threat of raiders hanging over us, it is a question as to how the gang will regard further venturing off-shore. As an old-timer who recalls some history in spots, we remember the sinking of a fishing vessel or two during the World War. We recall that in the due course of time, these vessels were paid for by the Government which sank them. We are forced to wonder, at this time, if there would, or could be, any guarantee of such payment if the Axis powers should again send raiders on to the fishing banks. Perhaps the patrol is sufficient to make such raids too hazardous, and very probably this is true.

Visit by Cuttyhunk Skippers

In the way of news the visit to the Vineyard by the Cuttyhunk Island skippers rates a mention. The new licenses required for skippers, caused this visit. The gang took their examinations here, in common with the majority of the Vineyard skippers, through the efforts of our representative, Joe Sylvia, and the co-operation of the Bureau of Inspection, which sent an inspector to the Island instead of requiring the gang to go to Boston or Providence.

Anyhow, Capt'ns Charles Tilton, Isaah Tilton, Louis Remos, David Jenkins, Bob Tilton, Clarence Allen, George King, Louis Abrams, Fred Hall and Harold Dean all landed in a bunch; the largest delegation of Cuttyhunkers that has hit the Vineyard in history.

Lunenburg Landings

By H. R. Arenburg

ALL the salt fishing schooners have returned from the frozen baiting fishing trip, have outfitted and returned to the fishing grounds on the main Spring trip. The fleet sailing on the frozen baiting this year was very small, but a number of the fresh fishermen have discontinued their operations in this branch of the industry and so the salt fishing fleet on the Spring trip will be very much larger. The following schooners have landed their trips of salt fish among the local fishmakers for drying for the export trade:

Sch. *C. A. Anderson*, Capt. Ellison Creaser, 900 quintals.
Sch. *Ocean Maid*, Capt. Atwood Parks, 800 quintals.
Sch. *Beatrice Beck*, Capt. Fred Tanner, 600 quintals.
Sch. *Delawana II*, Capt. Allan Mosher, 500 quintals.
Sch. *Harriet and Vivian*, Capt. Frank Meisner, 500 quintals.

Fresh Fishing Fleet

The fresh fishing fleet have been operating more successfully during the past month than they were for some months previously. Many of the trips landed were well over 100,000 pounds, which is away above the average for the past six months. Among the landings during the month at Lunenburg, Lockeport, Liverpool and Halifax were the following:

Sch. *Marilyn Claire*, Capt. Elbourne Demone, 410,000 lbs.
Sch. *Fairmorse*, Capt. Napean Crouse, 400,000 lbs.
Sch. *Jean and Shirley*, Capt. Newman Wharton, 380,000 lbs.
Sch. *Irene Mary*, Capt. Leo Corkum, 349,000 lbs.
Sch. *R. B. Bennett*, Capt. Albert Crouse, 343,000 lbs.
Sch. *E. F. Zwicker*, Capt. Calvin Silver, 270,000 lbs.
Sch. *Marguerite B. Tanner*, Capt. Jos. Wentzell, 235,000 lbs.
Sch. *Marshal Frank*, Capt. Frank Risser, 225,000 lbs.
Sch. *Harry W. Adams*, Capt. Arnold Parks, 160,000 lbs.
Sch. *Haligonian*, Capt. Daniel Mosher, 150,000 lbs.
Sch. *Dot and Hallie*, Capt. Loren Ritcey, 140,000 lbs.
Sch. *Caroline Rose*, Capt. Calvin Tanner, 130,000 lbs.
Sch. *Muriel Isabel*, Capt. Walter Crouse, 120,000 lbs.
Sch. *C. J. Morrow*, Capt. Carman Knock, 100,000 lbs.
Sch. *Mahaska*, Capt. Lorraine Zinck, 100,000 lbs.
Sch. *Ronald George*, Capt. Dan Romkey, 85,000 lbs.
Sch. *Mavis Barbara*, Capt. Roy Spindler, 140,000 lbs.
Sch. *Howard Donald*, Capt. Titus Conrad, 70,000 lbs.
Sch. *Pasadena*, Capt. Cecil Walters, 70,000 lbs.
Sch. *Bessemer*, Capt. Thomas Himmelman, 37,000 lbs.

"Eileen C. MacDonald" Launched

The schooner *Eileen C. MacDonald*, which was built for Senator William Duff of Lunenburg, was launched from the shipyards at Shelburne and when being launched, she fell over before reaching the waters of the harbor. She was floated in the course of a few days, towed to Lunenburg, and placed on the marine railway for overhauling and repairs. The new schooner is 130 feet over all, 26 feet, six inches beam and 10 feet six inches depth of hold. Her gross tonnage is 150 tons. Her keel is constructed of birch and she has a mixed hard and soft wood frame with top sides of oak. Her planking is birch. She is equipped with a 200 hp. engine and is pole sparred rigged. Her spars are of Oregon pine, all the rest of the wood being native material. She has a spread of 600 yards of canvass and has accommodation for twenty-four men. The engine was installed by C. G. Atkinson and the wiring work was done by Gordon D. Atkinson of Shelburne. The new craft will be commanded by Capt. Edward E. Cleveland, of Western Shore and will sail in the Lunenburg fishing fleet out of the Lunenburg Outfitting Company, Limited.

"Flora Alberta" Salt Fishing

The new fishing schooner *Flora Alberta*, Capt. Guy Tanner, which is salt fishing on the Grand Banks off Newfoundland, put in to Port aux Basques, where she landed 11,000 pounds of halibut, which was shipped to North Sydney. The schooner rebaited and sailed again for the banks. She hailed for 700 quintals salt fish.

"George B. Cluett" Goes to Newfoundland

The schooner *George B. Cluett* has been sold to parties in Newfoundland and has sailed for her new home.

New Brunswick
Fishermen and Sardine Industry Prosper

By C. A. Dixon

FISHERMEN of Southern New Brunswick made more money during the first few days of the Maine sardine packing season than for many years past, as hundreds of hogsheads of fish were sold to Eastport, Lubec, Pembroke and Robbinston factorymen, some of them three days in advance of the opening date, April 15. The greater quantity of them were caught and sold by purse seiners operating along the north shore of Charlotte County and at the island of Grand Manan where large schools of fish had been reported for several weeks in advance of the opening. Some at Mace's Bay or Pocologan were caught in weirs which had been put in fishing condition quite early in the season. Some of the factories at Lubec got as high as two hundred hogsheads each, on the opening day, or to be precise, the opening night, for factory whistles summoned packers to go to work at midnight April 15, or at two o'clock in the morning, said to be a record start. The waterfronts of the Maine towns presented a busy appearance when daylight broke, as huge clouds of black smoke and steam enveloped certain areas where the sardine plants are located. Following the big splurge during the first week in the season, things settled down to a more normal aspect as fish became somewhat scarcer although fairly good supplies were received some days.

Stated Price Agreed Upon

At a meeting held in Bangor sometime previous to the opening, the sardine canners agreed to pay a stated price of forty cents a case for fish packed out, which would be the equivalent of from ten to twelve dollars a hogshead. Prior to the opening of the Maine plants, Connors Bros., Ltd., of Black's Harbour, N. B., and H. W. Welch, Ltd., of Fairhaven, N. B., the only Canadian concerns packing sardines in commercial quantities, had been operating the respective plants at capacity or near-capacity production for some months prior to April 15. Prospects for the remainder of the 1941 season never looked brighter than at the present time, and it can be reasonably stated that not a fish suitable for canning purposes will go unsold this year, the demand on both sides of the border making this a sure thing. It is generally agreed among the sardine men that it will be impossible to produce enough canned sardines to fill all the requirements of the trade in 1941. Weirmen, boatmen, scalers and all others engaged in the sardine fishing industry, as well as the thousands employed in the manufacturing plants envisage prosperity this Summer and Fall.

Better boats, better equipment, and fishing gear are being procured by everyone who sees an opportunity to make good in the fishing business, after several years of uncertain prospects, and in some cases unprofitable operation.

Following an intensive period of canning activity from the first of the year until the middle of April, the sardine cannery of H. W. Welch, Ltd., was closed down for a period of re-adjustment of machinery, repairs and additions to wharf property, in preparation for a Summer of increased business all around. This is more good news for fishermen and factory workers. The factory employs sixty packers now, a substantial increase over the number employed two years ago and a remarkable increase over the number hired at the inception of the industry which at first was established by Frank W. Farris and his sons Harold and Bruce, all of Fairhaven, and all of whom hold responsible positions in the factory under the present management. The president and principal owner of the progressive concern is H. W. Welch of Leonardville. Mr. Welch is on the job day and night and the success of the island enterprise is largely due to his foresight, initiative, and executive business ability, coupled with the loyal and efficient service rendered by the pioneers in the Fairhaven business, the three members of the Farris family. Frank W. Farris is well known along the Maine coast, having been engaged for many years in the freighting of sardine herring for Eastport firms.

Frank C. Herrick, Mgr., Boston branch, Columbian Rope Co.

Columbian Crew Helmsman

FRANK C. HERRICK became associated with the Columbian Rope Company in 1923. He started in the sales department and spent several months in the mills learning the fundamentals of the manufacture of Columbian Rope and Twine. In the Fall of 1925 he was selected to travel into Eastern Canada to establish the sale of Columbian products with the lobster fisheries. Later he was assigned to a regular sales territory in Western New York, continuing with his work in Canada and extending it into Newfoundland.

Mr. Herrick has made many friends and promoted good will for the Columbian Rope Company. This together with his pleasing personality and executive ability, led to his promotion in 1930 as Manager of the Boston Branch at 38 Commercial Wharf, the responsible position he occupies at the present time.

Camden Shipyard Improves Facilities

THE recently reorganized Camden Shipbuilding and Marine Railways Company of Camden, Maine, has completely modernized its extensive facilities, added to its equipment, and engaged several well-known shipbuilding experts to head its experienced personnel.

President of the Company is Richard Lyman, and Treasurer, Clinton Lunt, both previously associated with Maine Shipyards Corp., Portland. Superintendent of the yard is Ruby L. Davidson, who has been in the shipyard business for 25 years. George Colley, well-known naval architect, is consulting engineer.

The yard has been in continuous operation since 1902. It is equipped with two marine railways, one of 1,000 gross registered tons capacity, 200 feet long, with 14-foot draft; the other 400 tons, 125 feet and 10-foot draft.

There are a total of 32 buildings with full equipment for all types of repairing and building. They occupy 11 acres of land on a half mile shore frontage.

The Company is able to render complete machine shop service, and has a 25-ton A frame for engine installations. There is an outfitting dock 1,000 feet long, with 12 feet of water at low tide. Under-cover space is available for building three boats, up to 100 feet, at one time.

The yard is able to provide day and night service, with a watchman on duty continuously. As yet, no increase in rates, owing to the present emergency, has been made, and there is no charge for lay days while work is in progress.

The good accessibility of Camden Harbor is being made still better by the installation of an automatic fog gong on the island at its entrance.

While the yard at present has under construction two mine sweepers for the United States Government, this construction work in no way interferes with its repair facilities or personnel.

Boston Office for Superior

THE National Supply Company, Superior Engine Division, announces the opening of a Boston office at 250 Stuart Street, with R. P. Bolster, manager of the New England District, in charge.

The new office is established to give more complete representation of Superior Diesel Engines in the New England territory, enlarging and augmenting the representation of Superior's marine distributor, the Walter H. Moreton Corporation of Boston.

DeLorie Distributing Buda in Maine

A. J. DELORIE, operating the DeLorie Company at 72 Dillingham St., Bangor, Maine, has been appointed State of Maine distributor for Buda Diesel and gasoline engines. He will carry a complete stock of Buda parts and offer expert repair service.

Mr. DeLorie, well known throughout the Maine fishing industry as "Al", was formerly associated with Fairbanks, Morse & Co., whom he served for 32 years, 21 of which were spent in Maine.

In addition to handling the full Buda line, the DeLorie Company is also distributing Weinman pumps, Master motors and Climax light plants.

The equipment is available in both marine and stationary models, affording service for shore plants as well as boats.

Osco Special Series Monopump

OSCO Motors Corporation, Philadelphia, Pa., announces the release of a special catalogue supplement which is said to be altogether timely and unique.

"It isn't very often that the public can gain directly from special development work done in conjunction with the War Department. Nor is it usual to have equipment introduced at materially lower prices (to the public) at a time when everything is sky-rocketing."

The Special Osco MonoPump Series 90ND and 100ND are the result of the development of special single pump V8 "Marined" Engines for the U. S. Army Engineers. The use of fewer special parts and more of the standardized parts, plus the simplicity of the water circulating system has reduced the cost of these MonoPump Units.

The two standard Ford circulating pumps act as an "agitated orifice" for each bank of cylinders, thereby providing a new and positive means of distributing equally the cooling water to each side of the motor of the motor blocks, fed by the single low-mounted marine gear pump.

All engines in the special 90ND and 100ND MonoPump series are equipped with "Circuit-Flo" manifolding, Paragon reverse and reduction gears (with moulded lined reversing bands), optional types of marine water pumps to suit local operating conditions, large capacity PurOlator oil filters, Unimount (1080A) engine bed adaptors, two-pole high output generators, etc. All engines are of latest Ford manufacture.

Canned Oyster Pack

THE total pack of canned Eastern and Southern oysters during 1940 amounted to 502,349 cases, a gain of 5,806 cases, or about one percent over 1939. Value was $1,985,376, up $72,900, or nearly 4 percent. The oysters were packed in 8 States, Mississippi leading with 291,100 cases.

Change In Willard Address

THE address of the District Office of the Willard Storage Battery Co. in New York City was changed on April 25, to Room 712, 521 Fifth Ave., according to an announcement by J. C. Van Allen, District Sales Manager.

Linen Thread New England Sales Office Moved to Gloucester

THE Linen Thread Company's New England sales office for netting and fisheries supplies is now located at 105 Maplewood Avenue, Gloucester, Mass., in connection with the Gloucester mill. With ample mill facilities and larger stocks thus made immediately available, the Company states it will be able to give better service than ever to netting customers in New England.

Northill Moves Office and Plant

THE Northill Company, Inc., announced the removal of their office and plant on April 28, 1941, from 1740 Standard Avenue, Glendale, to their new building located on their own twenty-acre site at 9851-9951 Sepulveda Boulevard, Los Angeles Municipal Airport, Inglewood, California.

Wall Rope Calendar

THAT practical Wall Rope calendar, with 3 months always fully visible, has arrived again, beginning with full size pads for April, May and June. There is no possibility of error or confusion when consulting any current group of three months. The calendar is in four sections, the top panel depicting a marine painting in color and full of action.

Clark, Vice President, National Supply

THE National Supply Co. has announced the election of Austin W. Clark as Vice President, effective as of April 22, 1941. Previous to joining the National Supply Co. in August, 1940, as Assistant Vice President, Mr. Clark, who was born in Anaconda, Montana, and attended the University of California, had been associated for four years with Sears, Roebuck & Co., Chicago, as Assistant Comptroller. Prior to that time, he was for fourteen years with the Hearst Publications in New York City, as Comptroller and Treasurer, and was also for four years with the Cerro de Pasco Copper Corporation in Peru, South America.

SPECIAL BARGAINS

Auxiliary fishing schooner, oil powered, now trawling, 83′ x 21′ x 12′—want offer. Auxiliary schooner 46′ x 12′ 6″ x 5′, built 1939, would make good party boat, $1200. Sardine smack, would make good dragger, 60′ x 13′ 6″ x 4′ 6″, Standard powered, Morse built, $1950. Party boat, Gray powered, 37′ x 10′ x 4′, $475. Many others. Also gasoline and Diesel engines, all sizes. Write now. KNOX MARINE EXCHANGE, CAMDEN, MAINE.

Atlas Imperial Diesel Engine

70 hp., 4 cylinder, 7½ x 10½, reverse gear, Atlas Imperial, good running condition. Address L. R. Beatty, 632 Race St., Philadelphia, Pa.

Used Bolinders Diesels

Type W7, one 50 H.P. W7M25, one 100 H.P. W7M45. Completely rebuilt, in first class condition. Bolinders Company, Inc., 33 Rector Street, New York City.

Where to Ship

BOSTON, MASS.
R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

CHICAGO, ILL.
J. A. Klafin, 209 N. Union Ave.

NEW YORK, N. Y.
Beyer Fish Co., Fulton Fish Market.
Lester & Toner, Inc., Fulton Fish Market.
South Fish Co., 31 Fulton Fish Market.
Frank W. Wilkisson, Inc., 16 Fulton Market.

PHILADELPHIA, PA.
C. E. Warner Co., Inc., 8 Dock St. Fish Market.

Index to Advertisers